

ANALYTICAL INDEX

TO THE

OFFICIAL REPORT OF THE DEBATES

OF THE

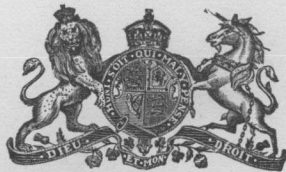
HOUSE OF COMMONS

OF THE

DOMINION OF CANADA

THIRD SESSION—TWELFTH PARLIAMENT
4-5 GEORGE V., 1914

PRINTED BY ORDER OF PARLIAMENT.



PRINTED BY J. DE L. TACHE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1914

P R E F A C E

This volume provides an Analytical Index to the Official Report of the Debates of the House of Commons for the year 1914, and is designed as a ready reference for the use of Members of Parliament and others who have to make research.

The work is in two sections—a Subject Index and a Name Index. In the first section the questions discussed are treated analytically under the subject heading; in the second section, the members names are arranged alphabetically and the subjects discussed by each follow the name in alphabetical order.

The volume has been prepared by instruction of the Debates Committee of the House, and by Order of Parliament.

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SUBJECT INDEX

ACADIAN LOAN CORPORATION.

House in Committee on Bill No. 33—Mr. Maclean (Halifax)—1416.

Maclean, A. K. (Halifax)—1416.

The desire for the change of name originated in Scotland, 1416.

Pelletier, Hon. L. P. (Postmaster General)—1416.

Would the hon. gentleman give the reasons for the change of name, 1416.

ADDITIONAL SENATORS FOR BRITISH COLUMBIA.

Motion:

Resolved, that it is expedient to provide for three additional members of the Senate for the province of British Columbia.—Mr. Borden, 3513.

Borden, Rt. Hon. R. L. (Prime Minister)—3513.

Representation in the Senate for Western provinces referred to. I think it is clear that any legislation passed by this Parliament for the purpose of increasing the representation of the province of British Columbia in the Senate would have to be confirmed by British legisla-

tion, 3513-14. Letter of British Columbia Governor and resolution of legislature quoted, 3515.

ADDITIONAL SENATORS FOR BRITISH COLUMBIA—*Con.*

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3515.

As to the desirability of such legislation, for my part, I have no objection to offer, 3515. So far as British Columbia is concerned, my right hon. friend can see that we have no power, but that anything we do must be confirmed by the Imperial Parliament. I submit, with all due deference, that so far as Manitoba also is concerned, we have no more power at present to increase the representation of that province in the Senate than we have in the case of British Columbia, 3516.

ADJOURNMENT OVER HOLIDAYS.

Motion:

That when this House adjourns on Wednesday next, the 20th instant, it stand adjourned to Friday next, the 22nd instant.—Mr. Borden, 3895.

ADDRESS IN REPLY TO THE SPEECH FROM THE THRONE.

Address moved by Mr. H. F. McLeod (York, N.B.)—4.

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FROM THE THRONE—*Con.*

Bennett, W. H. (Simcoe East)—229.

Depression in Canada alluded to and some of the reasons for it. Opposition blamed for endeavouring to black-eye Canada in every part of the world, the leader, Sir Wilfrid Laurier, the greatest sinner of them all, 229. The iron industry the greatest industry in any country because it enters into so many manufactured goods. What is the condition of the iron industry in Canada, 230. Here in Canada we have conditions which make it more difficult for us to cope with the people of the United States in the production of iron, 231. Canada stands at a disadvantage with respect to scrap iron which is used in conjunction with the ore in all the smelters. It is high time the government should awaken to the emergency and that all the advantages may be gained that follow in the wake of this great industry, 232. Transportation by water exhaustively referred to, 233-5. Iron industry again referred to, 236.

Borden, Rt. Hon. R. L. (Prime Minister)—22.

Congratulates mover and seconder of address. Desires to associate himself in expressing satisfaction of the Canadian people in recovery of Her Royal Highness the Duchess of Connaught. The leader of opposition spoke of delay in summoning parliament. Suggestion that parliament meet in January instead of November thoroughly welcomed. Hopes that members may be inspired with a desire to expedite business and will welcome the innovation and justify the government in postponing the meeting of parliament until January. Pleased to know that the choice of Solicitor General is an excellent one. Conservative party is not afflicted by poverty of talent. Explains the reason why the Minister of Trade and Commerce is absent. The absence of reference to the Highways Bill in the Speech from the Throne explained, 23. Not until the majority of the Senate comes in accord with the voice and will of the people will the Highways Bill be again introduced. Four important measures which the Government has proposed to parliament have been rejected by the Liberal majority in the Senate. Canada has less control over the majority in the Senate which puts itself in opposition to the popular will than any other dominion of the empire. If the Senate is disposed to force upon us the question of its constitution and appointments thereto, we are ready to accept that issue. Branch Lines Bill of last year a notable illustration of what has just been alluded to, 24. The resolution as introduced by the Minister of Railways and Canals was very broad in its terms. Modified form of resolution introduced and submitted to leaders of opposition and accepted by them. Bill founded upon it went through without one dissenting voice. Bill so mangled by Senate that it became useless for purpose for which it was intended.

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So it was with Tariff Commission Bill. Action of government in regard to Naval Aid Bill explained. Convinced that conditions disclosed in Admiralty memorandum demanded aid from Canada the government introduced in parliament, 5th Dec., 1912, the Naval Aid Bill by resolution. Construction of the three battleships provided for to be placed at disposal of His Majesty for common defence of the empire. Measure debated at great length in the House and persistently obstructed. Passed only after amendment of rules. Rejected by the Upper Chamber by senators appointed by the late government previous to its defeat in 1911. Measure created a profound impression within the empire and throughout the world. If Bill had passed it would have constituted an important influence in bringing about a cessation of armaments. Senate's action not understood in empire or world, and that this Dominion must be regarded not as a strength but as a weakness to the empire in time of peril. Quotation from *Hamburger Nachrichten* cited, 25. Not desirable that the opposition in the Senate should be given another opportunity of rejecting the Bill, nevertheless government firm in its determination that these ships shall be provided and repeats declaration in this regard of last session. Quotations from Mr. Churchill's utterances in House of Commons, March 18 and 26, 1912, 26. From speech at Liberal meeting. Manchester, Oct. 18, and at Guildhall banquet, Nov. 12, 1913. Resolution of United States House of Representatives of 8th Dec., 1913, with regard to suspension of naval construction quoted. The incessant tendency of the nations to arm themselves depressing and humiliating, 27. Trusts that day is drawing near when differences between nations may be settled by some great tribunal established under international authority, and so constituted that its decisions will command respect and obedience. Government desirous that aid to be preferred should not prejudice or retard any international agreement, for the cessation of battleships construction. Will consult with imperial authorities when in position to press Naval Aid Bill to a final conclusion in the Senate. Opponents take the ground that our proposals of last year ought not to be undertaken without an appeal to the people. Government dissents from that view. Pledge given to people that permanent policy of naval defence would be submitted at general election. Pledge holds good. Faith will be kept with the people. Leader of opposition deprecates the establishment of any armament trust in Canada. Who advocated this last year in Parliament? The leader of the opposition and his friends which would cost in the next 10 or 12 years, 28, this country \$150,000,000 and that this should be done without consulting the people. Remarks of leader of opposition in regard to terminals of Quebec and G.T.P. Ry Co. are

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not in accord with government in regard to certain charges made not stamped with hall mark of accuracy. G.T.P. assented to changes. Terminals at Quebec will be ready when railway is completed. Delays have arisen out of incidents connected with Quebec bridge, under administration of previous government. Station at Champlain market soon to be under construction. Shop at St. Malo commenced. Steps taken for construction of dry-dock. The cry of hard times and high cost of living raised. Paragraph from speech from the Throne in 1908 quoted, 29. Slight restriction in business not to be seriously regarded. The check is only for the moment. The example of Britain followed in selection of commission to inquire into increase in cost of living. Men of experience and ability chosen from Civil Service. Speeches of leader of opposition at Hamilton on 26th November and at Montreal on 9th December not in accord with amendment to address, 30. Quotes from prof. Skelton's General Economic History of the Dominion. Many causes given for high cost of living. All may have contributed. Increase not restricted to recent years. From 1896 to 1911 the cost of living increased every year except 1907. If due to the tariff why was it that no step was taken to apply a remedy in 14 years? Reduction of abolition of duties on food had little or no effect upon prices in United States, 31. If prices in United States are so much higher than in Canada how can relief come by going there? The markets of the world are governed by international conditions and demands. Obvious deduction from Hamilton speech would be to place an export duty on cattle, sheep, hogs and meats. If tariff bars were thrown down the trusts and combines of the United States would be detrimental in Canada as in the United States. Difficulty not wholly due to decreased production. Statistics given showing that standard of living has increased and consumption of many articles of food increased. Remedy is to give every reasonable encouragement and assistance to increase the number of people on the land, assist the farmer with good roads as proposed in the Highways Bill. Aid him with instruction in improved methods of production. Promote co-operation among producers and consumers and find more effective and cheaper methods of marketing. Government will act upon these lines, 32. Reasonable protection advocated. Quotations from Premiers of provinces given as to prosperity of country, 33-34. Countries in the world in which conditions of non-employment are very much worse than in Canada. Quotes from the Daily Iron Trade giving number of un-employed in United States. Not correct to say there were no un-employed in Canada from 1897 up to 1914. Conditions in part of 1907 and 1908 as severe as at present time, 34. Every reason to believe that recovery of business will begin when

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spring opens. The government will do their duty by the people of Canada. Amendment proposed is a want of confidence motion and should be rejected by an over-whelming majority, 35.

Broder, A. (Dundas)—177.

Whenever Great Britain has a serious rival upon the sea we have an emergency. If we are to keep the people on the land we must improve rural conditions and the Highways Bill would be a great factor in this regard, 177. They tell us there is a stringency in this country, but the people, outside of cities and towns were never better off. Because the farmer is getting a little more for his produce the leader of the Opposition says we must stop this, we must put him on the free list, 178. It is quite right that any tariff should have a degree of permanence about it, but conditions change and the tariff must change to suit the conditions. Free wheat referred to, 179. Dairy statistics and our trade in butter and other products. The government should endeavour to show the people of Canada the possibilities of 100 acres of land, 180. Montreal Star quoted as to trade statistics, 181.

Buchanan, W. A. (Medicine Hat)—304.

This measure will be an inestimable advantage to the farmers of the Western provinces. The demand is general and represents the unanimous sentiment of the people of Western Canada. The West is a country with untold riches, but we must have our people there living under conditions satisfactory to them, 304. The people want more transportation, a general reduction in the tariff and lower freight rates, 305.

Burnham, J. H. (Peterborough West)—46.

Joins in congratulations to mover and second of address. Universal testimony of Provincial Prime Ministers that Canada is exceedingly prosperous must be relied upon. Naval or imperial policy of Conservative party first of all springs from desire to remain within British empire. Who wants to embark upon a great military policy such as the Liberal policy is? Position of government incomparably strong compared with anything else devised or suggested, 46. Canada is becoming very materialistic. There is talk about food, high cost of living and the tango. We are now confronted with a vicious paradox. Over-supply produces scarcity; over-production produces starvation, and surplus of material produces stringency. No branch of industry could thrive if it were not given proper attention and we are reproached for failing to know all about conditions of industry in Canada. Yet we were denied a commission which would find out these things, 47. Useless to say that free trade is a buttress against high cost of living. Not a question between free trade and

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protection. It is a question of the comparative effect of economic policies under conditions that exist. Emergency in Great Britain and Highways Bill referred to, 48. Living is cheapest in that country which has the highest measure of protection, viz., France. When the Americans get into a bit of a slough they do not bawl as if everything had gone to the bow-wows, and we are not going to bawl as if ashamed of our country, 49.

Clark, Michael (Red Deer)—35.

Desires to associate himself with expressions of sympathy with their Royal Highnesses and ability of mover and seconder of address. Grateful to government for the time at which they called the House together. Recognizes in the business-like address the desire of government to shorten the session and discussion. Only Redistribution Bill introduced. Two considerations in mind of Prime Minister in regard to that Bill. First he is unlikely to go outside the constitution of the country, 35, and second that he would not lend his personal authority to anything like a gerrymander. Glad to take up the controversy in regard to Highways Bill. Senate's action enthusiastically received in regard to it, 36. Amendment made by Senate provided that the money should be spent according to population. The Chateauguay election was won by double appeal, 37. Felicitates government on announcement of increase in foreign commerce, 38. Cannot see any grounds for quarrel with Senate on Naval Bill. The real emergency to-day is not a question of dreadnoughts but the high cost of living, 39. High cost of living due to protection and combines, 40. Fiscal revolution in United States has made it impossible to have reciprocity as proposed two years ago, 41. In view of fiscal revolution in United States West India Treaty a piece of waste paper. The advantages of free wheat referred to, 42. Western grain growers do not fear competition. The result of Wilson tariff has been an enormous increase in the sale of Canadian cattle. In 1912, 183,000 bushels of oats were sold to United States. Since the Wilson tariff was put into operation in two months nearly 20,000,000 bushels have been sold. Know now we have a market in the United States and points to the results which would flow from enlarged market, 43. Government's treatment of agricultural industry not fair as compared with treatment to other industries. Development of Canada in last half generation due to the West. Duty should be taken off agricultural implements, 44. Until larger markets are provided no government should rejoice at the increase of immigration. Something wrong with economic condition of Canada. United States market would not affect loyalty of West. Too much attention paid to imperial matters and not enough to our own country, 45.

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Crothers, Hon. T. W. (Minister of Labour)—276.

Replies to observations of Mr. Lemieux, 276. The United States Shoe Company and the Combines Investigation Act referred to, 277-8.

Cruise, Robert (Dauphin)—295.

The organized farmers are not the only people who are in favour of free wheat, 295. We want to put our vote on record in favour of free wheat for the western farmer. I am sorry this resolution did not include also free oats, barley and flax. Put the farmer in a position to be able to keep his hired help winter and summer and you will not have the congestion in your towns and cities, you will not have hard times, 296. The high cost of living is due to lack of production. Reciprocity and the farmers delegation referred to, 297.

Douglas, J. M. (Strathcona)—299.

The late government went down to defeat in endeavouring to ameliorate the conditions in Canada in regard to the production of food products, 299. The section from which I come is a mixed farming district. The market of the United States is the best market in the world for farm products. What would it mean if we had the advantage of that market for our farm products, 300. We have heard a great deal about what this government is doing to further agriculture. It is a peculiar coincidence that hard times began to come after the late government was defeated, 301.

Hughes, J. J. (Kings P.E.I.)—99.

The speech of the Premier more than justified the action of the Senate in regard to the Naval Aid Bill, 99. There is no emergency now, there is no need of haste. This is a government of dissolving principles, 100. The Highways Bill and high cost of living referred to 101-2. The government of this country are the trustees of the public funds, 103. I do not wonder at their putting off an appeal to the Canadian people, 104.

Jameson, Clarence (Digby N.S.)—95.

The junior member for Halifax should congratulate the government on its expenditures rather than to condemn it. Reference made to by-elections, 95. High cost of living due to the policies of the late government, 96. Mr. Clark and his free trade vagaries referred to, 97. It is to be regretted that the Highways Bill has been destroyed by the Senate. We know what the policy of the leader of the opposition means, 98. Even as Sir John A. Macdonald was chosen by the people of Canada to initiate the National Policy so the Prime Minister has his mandate from the people, 99.

Lafortune, D. A. (Montcalm)—163.

If we are to believe the Solicitor General the Dominion Parliament has the right

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to do anything it pleases. The Dominion Government has no control whatever over highways, 164. The leader of the Opposition in the Senate is a man not to be trifled with. The Naval Bill was destined to save the British Empire. There is not a word about it in the speech from the Throne, 168. It is not such an easy matter to have the veterans of the senate swallow those Bills. The Minister of Finance has been forced to admit that we are facing a serious crisis and that we must not think of changing the tariff, 169. The Senate had a right to vote the amendment it did vote, 170. Business is at a standstill and old time prosperity has disappeared. These gentlemen are unwilling to do anything except folding their arms and managing the government, 171. Tobacco growing, seed grain, by-elections, redistribution, Ne Temere, school question, estimates and others matters referred to and dealt with, 172-6.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—
12.

Extends congratulations to mover and second. Sincere rejoicing at the recovery of Her Royal Highness. Parliament should be called in early fall. Financial year changed to provide for this. What can be the reason why Parliament was not summoned in the early fall. The government has been putting off until the very last moment when they had to meet Parliament and meet it with a very small list of assets and a very long list of liabilities, 12. A new feature on the Treasury Benches is the Solicitor General. Endowed with a very subtle mind. There are few men in this House or out of it who can clothe fallacies or paradoxes with more fitting garments, 13. Attention called to the absence of Minister of Trade and Commerce attending the sittings of a commission appointed in consequence of a resolution passed by the last Imperial Conference. Duties in no way connected with Department of Trade and Commerce, such duties should never have been entrusted to a minister of the Crown. Late government recommended Mr. P. C. Larkin but it was disregarded by present government. This was their first act in their debauchery of dismissals. The Minister of Trade and Commerce should never have taken these duties. According to Scripture no man can serve two masters. He was absent during the greater part of last session. We have it on good authority that the Minister of Trade and Commerce contemplates sending bakers to China and Japan to teach them the superiority of wheat over rice diet. Let him send bakers, pastry cooks, and culinary missionaries of every description and let their mission be to win the celestials from their gastronomical proclivities. If as a result of his pilgrimages to Japan and China one more barrel of flour is exported than hitherto the government will have

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done more than they accomplished during their four years of office. The speech from the Throne is remarkable for two things, first for what it contains and second for what it omits. Reads paragraph with regard to Transcontinental Railway. Work has not been advanced between Cochrane and Quebec City. This part of the road should be open to traffic to-day. But it is not and cannot be put in operation. The government have neglected to provide terminals at Quebec, 14. Provisional terminals and wharfs provided for. Nothing has been done. The only thing done towards the provision of terminals is commencing of shops at St. Romuald. Nothing has been done up to the present time in order to complete the road and make it available. Understands arrangement has been made for a joint station between the Canadian Pacific Railway and the Transcontinental Railway. Hopes information will be given at earliest possible moment. Not only the report of the Commission of Inquiry but all information respecting all changes that have been made by the new Transcontinental Railway Commission upon the work of the late commission. There are two things not referred to. One is the Highways Bill. Highways Bill was in direct violation of the constitution of Canada, 15. If it is not law it is not the fault of the Opposition. Why was the same principle not adopted in the Highways Bill as in the Agricultural Instruction Bill. Naval Bill not referred to in speech. The non-introduction of the Bill is the best possible justification of the attitude of the Liberal party, 16. The judgment of Sir George Ross showed what was the supreme danger of the hour. It was a question of the autonomy of this country, 17. The German peril has disappeared, but we have another peril and another menace which is far more dangerous. The bad times are here. For first time since 1897 we hear of such a thing as non-employment in Canada. 100,000 idle men asking for work, 18. The Minister of Finance says there is no crisis. Government singularly callous to the present condition of affairs. Commission to investigate high cost of living should not have been put in hands of Civil servants, 19. When the government stated in the speech that the economic condition was not satisfactory they expressed the highest hope that matters would rectify themselves. The resources of the country are boundless. They want men of power and judgment to develop them. Are the government in power to enjoy the sweets of office and to take no responsibility to better condition of things? Wider markets more necessary than at present. They can give to the producer of wheat the American market. The farming community should be relieved from the burden of taxation. In regard to many commodities we do not now produce enough to meet the home demand. The agricultural

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classes have found labour too expensive to carry on operations as they desired, 20. West suffering from combine of shipping interests of Great Lakes. High cost of living must be taken into consideration by government. Risen in Canada 50 per cent. The increase of labour has the effect of increasing price of products. Does not pretend that tariff is cause. Restrictions imposed by tariff used by combines to promote their interests. We are told that nothing is to be done by the government. Other men will have to take their places. The people will pronounce between us, 21. To every right-minded man the welfare of the country is more precious than the possession of office. Moves that following words be added to address: 'We regret to have to represent to Your Royal Highness that in the gracious Speech with which you have met Parliament, whilst it is admitted that business is in a depressed condition, yet there is no indication of any intention on the part of your advisers to take any steps towards relieving such a situation,' 22.

Lavallée, J. O. (Bellechasse)—8.

Compliment to second address to farmers and settlers. Twentieth century will be century for Canada only so far as the agricultural class will have been granted their due share of influence in public affairs. In France Sully fostered agriculture by having more land cleared, building and repairing bridges, improving means of transportation. Those means which ensured to France in 17th century a period of wealth and prosperity should benefit our country. It would solve the problem of the high cost of living. Agriculture in the past 10 years has not been on a par with the growth of population, 8. Population in the older provinces has diminished and cities and towns have grown in proportion. Slipshod methods have had the upper hand over the suggestions of a reasoned and progressive husbandry. This government on reaching power had to find some immediate means of preventing a crisis, by means of legislation for the encouragement of agriculture and an appropriation of \$10,000,000 towards that end. The beneficial effects have not yet been felt in Quebec. Local authorities do not conform to the spirit of the law. Through foresight of Railway Department congestion of traffic and grain transportation was avoided. By improving transportation facilities the government will be setting the frame work of Confederation on a solid basis and will give greater stability to market conditions and prices and fostering commercial intercourse between East and West, and will allay that craving for new treaties with the United States. Reciprocity will become less insistent as our transportation facilities reach their full development, 9. The days of trifling are over. Confidence is gain-

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ing ground on every hand. Government is guiding Canada to its true destiny. The empire, the whole world have their eyes on us. We are in a way to secure an enviable place among the nations of the world. Dominion has become the centre of attraction for immigration. It is the wheat granary of the world. As soon as this government reached power the problem of immigration was taken up. Large numbers of Canadians crossed the border and were unable to return owing to the apathy of the then government. They have remained Canadians. The return home is larger every year. In years to come further impetus will be given to the work through the action of the Conservative government, 10. A wise government is not impoverished by proper expenditure of public funds. Government has made for itself a record which recommends it to the confidence and respect of the Canadian people. Quebec acknowledges as her benefactors and leaders those who carried on the work of Macdonald and Cartier. Great results expected from rural mail delivery and parcel post legislation. Post Office and Public Works Departments have given results which over-shadow all that had been done during the fifteen previous years. Merely speaking aloud what the people feel and think. Canada is in need of the co-operation of all good men, 13.

Lemieux, Hon. R. (Rouville)—181.

Refers to the witty speech of Mr. Broder, the happiness of the people that Her Royal Highness had so speedily recovered and congratulates the mover of the address. Criticises the seconder for his departure from Nationalist doctrines, 182. The speech from the Throne is a blank; it is barren of any legislative proposals. Quotes Sir Charles Tupper on Liberal policy, 183. Mr. Hill quoted *re* trade relations between Canada and United States. We were repeatedly told that as soon as the Conservatives came into office steps would be taken to have mutual preference established between Canada and Great Britain, 184. I believe in the close relations of the Mother Country with Canada but not on such a basis. The government takes credit in the fact that the moving of the crops from the western prairies to the seaboard has been made easy and smooth, 185. Reference made to transportation. Civil Service and Redistribution Bill and high cost of living, 186-8. Unemployed and finances referred to, 189-191. Tariff statistics quoted, 192. Contrast the attitude of the president of the United States as regards trusts and mergers with that of the Canadian government. United Shoe Machinery Co. referred to, 193. Bright on monopolies in England quoted, 194. We are face to face in our great cities with slums and people underfed. The naval question has been shelved by the government, 195. General remarks

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concerning the Naval Bill, 196-8. Militarism and by-election in Chateauguay referred to, 199-201.

Lewis, E. N. (Huron West)—136.

Disappointed at no reference in speech from the Throne being made to the great inland waterways of Canada. Reference made to the disaster on Lake Huron, 136-8. Suggestion made with regard to training young men for the navy, 139.

MacKenzie, D. D. (Cape Breton North and Victoria)—215.

The only position in which the Postmaster General excels in is dismissals, 215. He has gone further with his axeman business than any other minister in this country has ever gone before. He spoke flippantly of the free food question, 216. The naval question is dead and in its grave. There are conditions which make it ridiculous for a man to put forward his great pride and patriotism, 217. When Sir Wilfrid Laurier took charge of the affairs of this country everything budded forth, everything went forward with a bound and continued the 15 years we were in power, 218. Complains of Nova Scotia representation in the Cabinet, 219. Compares remarks of Solicitor General on the Highways Bill to a juggler on the stage. Where is the principle of the Solicitor General that we must have legislation to follow these moneys to their destination and know what becomes of them, 220. Highways Bill further referred to, 221-4. The tariff is a subject that is not receiving harmonious treatment at the hands of the government. Nobody knows whether the government will touch the tariff or not, 225. They are afraid to touch it, they do not seem to understand it and they will let it remain as it is, 226. The extension of trade and trips of Mr. Foster referred to, 227. We are told that much is being done for the development for terminal facilities at ocean ports. I appeal to the government now to place in the proper location the railways they are now building, 228. I trust the day is not far distant when the men now in office will be hurled from power. I fail to see any of the great things which this government is doing, 229.

Maclean, A. K. (Halifax)—50.

Glad that estimates will be submitted at an early date. Hopes that Redistribution Bill will be fair. Evident that government intend to engage in campaign against Senate. Astonished at no reference to naval issue in speech from the Throne, 50. Time has vindicated position taken by Liberals on question. The government is in honour bound to declare its permanent policy upon naval question. Canada was humiliated when asked last session for approval of naval policy on grounds of emergency when none exist-

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ed. This sess'on it is a policy of cowardice and silence, 51. We will never again hear of naval aid measure. Threats made against Senate puerile and absurd. Government silent also on Highways Bill. Promised tariff and tariffs within the empire legislation. No effort made to implement promise. Tariff Commission Bill defeated in principle by government and not by Senate. Restoration of natural resources of Alberta and Saskatchewan promised. Has Senate prevented fulfilment of this promise, 53. Promised nationalization of public telegraphs and telephones. No legislation from the government since coming to power. Senate reform promised. Honest election laws promised, 54. The people were promised many things by the government but up to date no evidence of intention to fulfil same. Was the Senate of Canada justified in amending the Highways Bill? Yes, and the people are of opinion that it was fair and just, 55. The government have failed to carry out their policy with respect to highways. Trade depression and financial stringency exist to-day, 56. What has government done to remedy them, 57. No good purpose will be served by appointment of commission to inquire into the high cost of living. The conditions of trade have very pronounced effect upon revenues of the country. There has been a reduction in our revenues and an increase in expenditures, 58. Amount borrowed by government a matter of very great astonishment and should be explained, 59. Stated in press that the government considered it a wise policy to make extensive borrowings because of the depressed commercial conditions in this country, to manufacture prosperity by increasing public expenses. Trusts that this is not the intention of the government, 60.

Maclean, W. F. (York South)—237.

I congratulate the Postmaster General on the announcement that at last we are to have parcel post. There is another great underlying principle in connection with our country which is not recognized by all of us and that is complete independence for Canada to control her fiscal policy independently of United States, 237. Demands national policy in favour of farmers of Northwest in the direction of the abolition of duty on wheat. It is our duty to do something for the farmer, 238. The man who grows wheat is a citizen of this country and requires our protection. The farmer of the west ought to go more into mixed farming, 239. Take the Canadian farmer out of bondage, and he is in bondage to-day to the railways and the mills. The farmer of the west is entitled to the best market for his wheat and to the lowest possible freight rate, 240. The time has come when we must regulate the capitalization of the railroads and other corporations of this country. I hope the Minister of Railways

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will also put on the statute book a principle of equality of freight rates in this country, 241. Expenditure on ports and terminals and the Banking Bill referred to, 242-5. Farmers are trying to get through by raising as little as possible. Farmers must be encouraged to raise much more than they do now, 245. What the farmer is up against more than anything else in this country is the struggle against nature. What we want in Canada is large production and good farming on comparatively small areas of land, 246. Let it be the object of th's Parliament and the legislatures of all the provinces to improve farming in Canada. The navy question referred to, 247-8. The people of the west have unmistakably declared what they want, 298. We have got to make our Canadian west contented and to encourage them in this time of stringency, 299.

MacNutt, Thos. (Saltcoats)—285.

What reason can this government have for refusing this offer, surely the men who raise the wheat are the persons to be considered, 285. At the present time the English market is the only one that Canada has outside of her own. The people of the west are almost unanimous in demanding another market. Wheat prices quoted, 286. The question of the unemployed referred to. In the last two years the millers have been making enormous dividends and the Railway Companies have been doing very well indeed, 287. The principal reason why the government refuse this is that they dare not offend the great milling industries and railway Corporations, 288.

McCraney, George (Saskatoon)—279.

All classes in west in favour of free wheat, 279-80. The superiority of western wheat referred to, 281. Sometimes our western people are told that they are doing too much wheat farming. The question of mixed farming is having the attention of our western people, 282.

McLeod, H. T. (York, N.B.)—4.

Canada has reached the high water mark of her trade with other countries. She is not contented to sit by and see other countries gathering up the trade markets of the world. Every port and every country is being sought by our merchants. The office of Minister of Trade and Commerce is a living vital factor in the trade of this country. Canada is not doing business in a back street. Her merchants are competing on equal terms with big merchants all over the world. The result is the building up in Canada of the happy home of the labourer, the mechanic and artisan. Financial stringency is felt by Canada in common with rest of world. No country has stood up against the financial stringency as Canada has. Good business during 1913 in

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Maritime provinces. Fortunate that crops were abundant, especially in West where the wheat crop was the most bountiful ever known. Transportation facilities were such that the crops were moved as never before in the history of the country. Had they not been moved people would have been hammering at doors of government. The most important subject in the speech from the Throne is the Redistribution Bill, which should not be discussed in a narrow or provincial aspect. When a man enters this House he is a Canadian first of all. If same principle is followed as in 1891 and 1901, the Maritime provinces will have 30 instead of 40 representatives as at the time of Confederation. The Supreme Court of Canada and Privy Council has settled that original representation cannot be held. No legal status but the strongest moral and equitable standing. No thought in the minds of fathers of Confederation for readjustment downwards, the only thought was upwards, 5. Prince Edward Island stands in best position. A distinct agreement that she should have a minimum of 6 members. Population should not be sole guide in representation. In the minds of the men who represented the Maritime provinces there could be no thought of a loss of representation. They did not force the growth of the West. This country owes something of equity, something of justice to the provinces which have suffered by this marvellous growth. Since this government has come into power the farmers have known that there was a Department of Agriculture. Technical educational schools have been established for the farmer. Technical education is expounded throughout the summer time on the farms themselves. This will solve the problem of bringing the people back to the land. Women's institutes which the Minister of Agriculture has assisted so much are designed to remove the humdrum of farm life. All this must be of great advantage to country and people because Canada can only maintain its position by inducing the people to stay on the farm. We must not have indiscriminate immigration. Breed must be kept pure. Northern races best. French people helped to make this country great. 6. Do not want immigrants such as swelled the population of the United States. The National Transcontinental Railway in New Brunswick will not pick up one pound of local traffic. A great wrong has been committed against the people. It means the burning up the revenue producing forests. Unless a small branch is built from Nappodogan to Cross Creek, the money (\$100,000 per mile) is worse than wasted. In 1911 and 1912 the Highways Bill was introduced. That Bill caught the heart of the provinces of Canada. Nothing else could be done to make it easier for the farmer to stay on the land. It would have greatly

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improved transportation facilities. Again in 1912-13, \$1,500,000 was voted by the representatives but was defeated. The provinces needed it. Regret that men found it possible through a spirit of partisanship, to take away from their own people those things which come nearer to doing practical good than any other thing could possibly do. No mention is made of naval aid to mother country. Canada allowed the taxpayers of a little sea-girt island to put their hands in their pockets and pay the bill, 7. With buoyant revenues, wealth and potential greatness we are not willing to bear our share of that nation of which we form a part, 8.

Meighen, Hon. Arthur (Solicitor General)—151.

Reference made to speeches of Mr. Sinclair and Mr. Clark, 151. We are not sure whether free food is to be inscribed upon the banner of Opposition or not. I purpose to deal most with the Highways Bill, 152. The question before the House is whether or not this government were justified in rejecting the altered Bill as it was brought down by the Senate. This government would not have been justified had they accepted these amendments, 153. The Highways Bill did not set aside any specific sum of money from the treasury of Canada. What right is there in the Commons of Canada of 1913 to tie the hands of the Commons of Canada of 1917 as to the methods of distribution, 184. The principle of distribution according to population was not followed in the Agricultural Instruction Bill at all. We reserve for this House all its powers and rights in this regard, 155. The conditions in the Highways Bill were swept away, 156. The highways of Canada are within the jurisdiction of the provincial legislatures in so far as they are local, 157. Reference made to Agricultural Instruction Bill, 158. If the principle is right that the power should be denied the government, then we should repeal the main provisions of the Public Works Act, 159. The Senate of this country has no power to initiate or to amend or to interfere with Bills appropriating money, 160-2. It was argued in the Senate that the whole Bill was unconstitutional. The Senate fastened on the Bill amendments they knew were not in their power to pass, and they knew that the result would be to destroy the Highways Bill once and for all, 163.

Molloy, J. P. (Provencher)—282.

The government are going to vote against free wheat, 282. Ninety-five per cent of the Conservatives in the west desire free wheat. They desire an entrance to the American market. The raising of wheat in the west is not paying. Free wheat is the position the western farmers are taking and they are going to see that it is carried through, 283. Quotations from Mr. Partridge, 284.

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Neely, D. B. (Humboldt)—259.

Speech from the Throne remarkable for the number of its omissions. I would like to ask whether any single amendment made by the Senate to the Highways Bill was in opposition to the expressed intention of the Prime Minister with regard to the expenditure under that Bill, 259. This government has got to deal with the question of the defence of the commerce and of the coasts of this country. United States tariff referred to, 260. The prosperity of the people of the West means the prosperity of the Dominion. The wheat crop referred to. The great need of the wheat grower in the West is a market for his surplus grain, 261-2. Free wheat and flour referred to and quotations in that regard, 263-4. Amendment moved, 265.

Nesbitt, E. W. (Oxford North)—127.

Surprised at no mention of the naval question in the speech from the Throne, 127. The ordinary people are very well satisfied that the Liberals defeated the grant of \$35,000,000. Australian correspondent of London Times quoted, 128. Good Roads Bill and early production of estimates referred to, 129. While some of us are unwilling to have truck or trade with the Yankees, we follow very closely the events that take place in the United States, 130. The leader of the Opposition may have had many policies to all appearances different on the surface, yet he has always been consistent, 131. The commission appointed to look into the high cost of living will do no good, 132. All the farmers ask for is cheap transportation and open markets. The duty on wheat referred to, 133-4. The time is coming when you cannot cajole the farmer into thinking that he is protected by protection. Unless there is some change in the administration of the country for the benefit of the West the times will not improve there, 135. It is true you may educate the farmer to a better system of farming under which he will grow more grain, 136.

Nicholson, D. (Queens, P.E.I.)—121.

The people of Canada are heartily in favour of the Highways Bill and in my part of the country there was great disappointment when the Senate defeated it, 121. Farmers are enjoying a certain amount of protection under our fiscal system. The fact of the matter is we are not producing enough to feed our own people, 122. The farmers of Canada fully appreciate the policy of Minister of Agriculture. Redistribution as it affects Prince Edward Island referred to, 123-6.

Oliver, Hon. Frank (Edmonton)—80.

This is the first occasion in the history of the Canadian Parliament in which the Government has met Parliament with what can only be described as a purely

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ostrich policy, 80. The Prime Minister and Minister of Finance have an easy way of dealing with it. Is the Government and Parliament a body whose sole duty it is to levy taxes and spend money, 81. Western Farmers' Memorial, Citizen, Free Press Ottawa and Labour Gazette quoted, 82-83. Conditions of finance and labour in the U.S. to-day are better than in Canada. Increased prosperity due to production in prairie west, 84. The condition of the western farmer and steamship rates referred to, 85-87. High cost of living and the tariff, 87-88. Naval question referred to. They have gone out of their way to heap discredit upon the views and position of their opponents, 89. The combination between Nationalists and Imperialists carried on under cover of an emergency has now no excuse, 90. We have this statement that there is no responsibility resting upon the Government to meet the conditions that exist throughout the country, 267. It is well for us to consider just how the present conditions came about. As long as the farmer is getting for his products a price that gives him a fair margin of profit he stays in business. Figures showing the differences in the world's prices given, 268. Not in 20 years has there been a condition in this Dominion such as exists to-day, 269. There are many conditions which enter into the price of wheat. Wheat was at a lower point in the Liverpool market last fall than it has been for many years, 270. If we had the right to sell to the U.S. all the year round we would have the advantage of the double market, 271.

Pelletier, Hon. L. P. (Postmaster General)—201.

No doubt the recent election in Chateaugay has had a quieting effect upon Mr. Lemieux, 202. Previous to 1896 the dismissal of public officials did not amount to much, but when the late Government came into power there was a debauchery of dismissals in all the branches of the public service. Money stringency and Redistribution referred to, 203-5. Liberal Government responsible for the congestion of freight traffic in the West in 1911. Regrets that the Opposition are trying to make political capital out of the question of the unemployed in the country. It is not a thing out of which any party should seek to make political capital, 206. United Shoe Co. referred to, 207. I think the Minister of Finance has been a safe pilot. The ports of Montreal and Quebec referred to, 208. I would like to say a few words about the Georgian Bay canal. A report will be made by thoroughly qualified men, 209. Elections in Chateaugay and Macdonald referred to. Where was the proof of the operations of election thugs in connection with the Macdonald election. Was it a crime to place before the people of Chateaugay the estimates for the province of Quebec, and that the Prime

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Minister of this country was a friend of all races and nationalities, 210. Reference made to the literature circulated in Bruce South and quotations, 210-12. Free Food means a reduction in the price of produce paid to the farmer. I do not believe that to be a sound doctrine, 213. The Liberals pretend to say now that protection is a bad thing but they would not have attained power in 1896 if they had touched the principle of production which is sacred in this country, 214. Temporary difficulties which exist in Canada, rural mail delivery and parcel post referred to, 215.

Rainville, J. H. (Chambly-Vercheres)—288.

I wonder if our friends from the West realize the great sacrifices that we were called upon to make on this side of lake Superior in order to develop the western prairies, 288. Would free wheat hurt our milling industry. We hear of the case of the farmer to-day; we have heard also a little of the case of the people of the towns, 289. The difficulty lies in this that our population is not ready to produce enough food to feed the towns. It is all very well to talk about trusts but to get rid of the trusts is quite a different matter, 290. The problem of to-day is the need of farm hands on the farm and the need of to-morrow is to settle the high cost of living. The farmers need to grow more food, 291. Advocates the establishment of agricultural stations, school farms or demonstration farms in each parish. It is time there was some kind of action for the farmers even if it would involve some expense, 292. We should cut out the middleman who gets rich too quick. What the people want is good roads and they expect us to give them help in that direction, 293. The people in the cities are at the mercy of the middleman. A housing system advocated in the large cities where the farmers could store their goods and food-stuffs until there was a market available, 294. Scathing reference made to what the Liberal party did while in power, 295.

Rogers, Hon. Robert (Minister of Public Works)—266.

Motion of leader of Opposition described as simple, harmless and childish twaddle, and motion of Mr. Neely contrary to every rule and practice that has attained since Confederation. We do not propose to make any statement of the intentions of the Government in respect of tariff matters in advance of the Budget, 266.

Schaffner, F. L. (Souris)—104.

The aim of all governments is to legislate for the good of the people. Remarks of Mr. Oliver referred to 105-06. Reference made to what the farmers of the West want, 107. It was not until the Conservative Government took the helm

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of state that the railway commission was asked to take up the matter of freight rates. The Government is rushing the Hudson Bay railway to completion, 108. Under the business-like Government now in power transportation facilities were improved and the farmers of the West reaped enormous advantages, 109. The high cost of living touched upon and the Ottawa Citizen cited in support, 110. Eighty per cent of electors of Souris in favour of Navy policy of the Government, and feel deeply humiliated because of the action of the Senate, 111.

Sinclair, J. H. (Guysborough)—140.

It is the duty of a leader to lead. The Government has failed but my leader has not failed in this respect, 140. The reason why the speech contains no word of cheer for the working men and consumers is because the Government does not represent the people. This Government is controlled by the big interests and quotations given to support that view, 141-4. There is a certain amount of depression, but no remedy has been suggested. Strange that the speech does not refer to the Navy question, 145. No man knew better than the Prime Minister that an appeal to the people would meet with defeat. Does this Government intend to repeal the Naval Service Act, 146. We are skeptical on this side of the House about what the Government will do on the question of the Civil Service. Highways Bill referred to 147-50. Padlocks purchased by P.M.G. referred to, 150-1.

Thomson, Levi (Qu'Appelle)—271.

We are told that the Government have done great things for the farmers. The Minister of Agriculture should not allow himself to be outdone in the matter of assisting the farmers of Canada by the President of the U.S., 271. We are told that we cannot gain anything by having access to the American market. Prices in Fort William and Minneapolis compared, 272-3. Flour prices at Winnipeg compared with U.S. prices and exports of flour from Canada, 274. A large proportion of the farmers of the West are adopting mixed farming. We are told that it is a dangerous thing to open the markets of Canada to our American competitors, 275. All the farmers of the West want is a fair field and no favour, 276.

Turgeon, O. (Gloucester, N.B.)—111.

Felicitates the mover and seconder of the address and refers to Redistribution, 111-12. To overthrow the principle of representation by population would be to destroy the Act of Confederation. Every province is interested in the representation of Canada, 113. There can be no object in delaying further the Redistribution Bill, 114. Advocates the inclusion

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of Newfoundland in the Dominion, 115. The Senate has the custody of the rights of the provinces under the constitution, 116. Senator Lougheed quoted. Reciprocity referred to, 117-19. No humiliation for Canada in position taken by the Senate in regard to Naval Aid Act, 120. Mr. Churchill quoted, 121.

Verville, A. (Maisonneuve)—248.

I am convinced that the present Government is absolutely hostile to the labouring classes. Three main reasons for high cost of living: the tariff, over-capitalization of trusts and mergers and railroads, 248. Since the American tariff has been changed the cost of living has increased 19 per cent. The problem of the unemployed referred to, 249-50. The farmer is heavily taxed on the goods which he is obliged to purchase, 250. The Government should take steps to furnish cheaper food to the masses of the people of Canada. The Government should do something immediately either in the form of large public works or the reformation of the tariff, 251.

Warnock, David (McLeod)—301.

Since the Underwood tariff has come into operation we have had ample proof that the U.S. market is a most valuable market for our live stock producers. I am strongly in favour of free wheat and I hope the Government will grant the request of the western farmers. Article from Calgary Herald quoted, 302-3. The delegation of Conservative members from Alberta referred to, 304.

White, Hon. W. T. (Minister of Finance)—61.

Listened with close attention to junior member for Halifax, but not able to compliment him upon moderation. If Naval Aid Bill had been enacted into law there would now be under construction three powerful ships of war ready to take their places in 1916, 61. Charged that expenditures have been increased. Contrasts expenditure of present with late government, 62-3-4-5. Reads extracts from speeches of Sir W. Laurier, Mr. Fielding, Labour Gazette and others in 1907-8, 66-7. In a period of trade slackening at present time which is temporary. Revenues expected to show decline. Money conditions improving. Optimism the only thing for Canada, 68. The Leader of the Opposition has been everything by turns from a tariff standpoint and nothing long, 69. The new policy of Opposition is free food. Gives details of effect of such policy. High cost of living a world wide phenomenon, 70. Production has not kept pace with consumption. Not raising a sufficient number of cattle, swine or sheep, 71. Upper tend of prices will show decline before end of 1914. Cost of living lowest in Canada in 1896, 72. High cost of living not a new question, 73. Combines Investigation Bill introduced

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as remedy for high cost of living by late government. Tariff on foodstuffs has remained stationary for 20 years, and is not the cause of increased cost of living, 74. Free food means free trade and a reversal of the policy under which this country has prospered for the past 40 years. Government believes in reasonable protection, 75. Because a certain policy is suitable to the United States it does not follow that that policy would suit Canada. Clear that abolition of customs duties is not the remedy for high cost of living, but the increase of production, 76. Tariff of United States has a higher average of duty on commodities than the tariff of Canada, 78. Government has been prudent and economic, 79. Vast enterprises in hand which will be carried out, 80.

ADDRESS TO HIS ROYAL HIGHNESS THE
GOVERNOR GENERAL.

Remarks.—Mr. Borden, 5275.

Borden, Rt. Hon. R. L. (Prime Minister)—5275.

I have spoken of the career and the record of the Duke of Connaught. I am convinced that his course as constitutional representative of His Majesty in this country will add additional lustre to that record. He undertook the great responsibilities of the office which he now holds at the personal request of His late Majesty King Edward VII, whose high example in devotion to duty and in the constitutional discharge of the responsibilities of the Crown has found its counterpart in the course which His Royal Highness has pursued as Governor General of this Dominion, 5275; Address, 5276.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5276.

If there is one thing more than another which has impressed the mind of the Canadian people, it is the quality that has been touched upon by my right hon. friend the Prime Minister (Mr. Borden)—the unswerving devotion to duty that has characterized the career of His Royal Highness amongst us. It was his evident desire, from the day that he landed in Canada, to discharge the duties of the office to which he had been called in no perfunctory way, but with cheerfulness and alacrity, sparing no pains to obtain the best results both for Crown and people. Within the short space that was allotted to him he endeavoured to visit all parts of Canada, to bring himself into contact with all classes and to take a part in all the events which constitute our national life, 5277.

ADULTERATION ACT AMENDMENT.

Introduction of Bill No. 99. Mr. Nantel, 1433.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1433.

Bill provides for several amendments to the law. New section introduced, 1433.

ADULTERATION ACT AMENDMENT.

House in Committee on Bill No. 99. Mr. Nantel, 3362.

Graham, Hon. G. P. (Renfrew South)—3362.
Asks Minister to explain Bill, 3362.

Nantel, Hon. W. B. (Minister of Inland Revenue)—3362.

The amendment contained in the sixth section is that the Governor in Council shall have the right to amend the standard according to the desire of the analyst, 3362.

ALBERTA CENTRAL RAILWAY COMPANY.

House in Committee on Bill No. 56, Mr. Clark, 1891.

Lancaster, E. A. (Lincoln)—1891.

Took care to amend Bill so as to provide that powers of Railway Commission would apply in full force to both companies, 1892.

ALLEGED CABLEGRAM TO SIR EDWARD
CARSON.

Inquiry.—Mr. Proulx, 2082.

Lourier, Rt. Hon. Sir Wilfrid (Quebec East)—2083.

Do you rule, Mr. Speaker, that a member cannot state his question and that it is out of order before he has had an opportunity of stating it? 2083.

Proulx, E. (Prescott)—2082.

Mr. Wallace is reported in the Citizen to have sent a cablegram to Sir Edward Carson, 2082.

Speaker, His Honour the—2082.

Quotes rule in regard to asking questions, 2082. It would be a proper question if he desired to put it on the Order Paper in the usual way, 2083.

ALLEGED INACCURATE RETURNS.

Statement.—Mr. Chisholm (Antigonish), 2377.

Chisholm, Wm. (Antigonish)—2377.

Calls attention to return brought down on 23rd March, which is grossly inaccurate. The money was not expended as promised. The minister gold-bricked the people on that occasion, 2377.

Rogers, Hon. Robert (Minister of Public Works)—2377.

If such inaccuracies have crept in I will see that they are corrected, 2377.

Speaker, His Honour the—2377.

It is not in order for the hon. member to go into these matters, 2377.

ALLEGED INCOMPLETE RETURNS.

Attention called.—Mr. Chisholm (Antigonish), 3893.

ALLEGED INCOMPLETE RETURNS—*Con.*

Chisholm, Wm. (Antigonish)—3893.

Calls attention to what he conceives contempt of parliament and complains of incompleteness of return asked for on 16th March, 3893.

Speaker, His Honour the—3893.

The hon. gentlemen is out of order, 3893.

ALLEGED INCOMPLETE RETURNS.

Chisholm, Wm. (Antigonish)—4435.

When may I expect the return in compliance with an order of the House passed the 16th of March, referring to the appointment of the collector of customs? 4435.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4435.

I laid the papers on the table of the House as they were delivered to me without examination, presuming that they contained the information which my hon. friend desired. I will find out at once, 4435.

Marcel, Hon. Charles (Bonaventure)—4435.

My hon. friend the Minister of Marine and Fisheries brought down a return in regard to the dismissal of William Campbell. I notice that the papers in connection with the appointment of the new lightkeeper seem to be incomplete, 4435.

Speaker, His Honour the—4435.

The hon. gentleman can make inquiry, but it is not in order to enter into a discussion of the matter now, 4435.

ANTI-HOME RULE MEETING IN TORONTO.

Inquiry, Mr. Lemieux, 3573.

Kemp, Hon. W. E. (Toronto East)—3573.

I may say, as the hon. gentleman knows, that I represented myself on that occasion, and the government had no knowledge whatever as to anything I intended to say at that meeting, 3573.

Lemieux, Hon. E. (Rouville)—3573.

Refers to report of meeting in Toronto and asks whether Mr. Kemp represented himself or the government on that occasion, 3573.

ANTIGONISH CUSTOMS COLLECTOR.

Complaint of unsatisfactory return.—*Mr. Chisholm* (Antigonish), 3860.

Chisholm, Wm. (Antigonish)—3860.

Complains of incomplete return moved for on 16th March, and asks for a compliance with the order of the House, 3860.

Reid, Hon. J. D. (Minister of Customs)—3860.

The return as brought down by me contains all the official documents in the department, 3860.

65606—24

ANTIGONISH CUSTOMS COLLECTOR—*Con.*

Speaker, His Honour the—3860.

An hon. member in asking for a return to be brought down cannot enter into a discussion any further than to explain the matter so that the minister will understand, 3860.

APPOINTMENT OF MESSENGER.

Speaker, His Honour the—2686.

Informs House he has directed the clerk to lay upon the table recommendation appointing H. D. Throop as a permanent messenger, 2686.

APPOINTMENT OF MESSENGER.

Motion:

That the recommendation of His Honour the Speaker of the House of Commons in the matter of the proposed appointment of Mr. Herbert D. Throop as permanent messenger in the Library of Parliament, laid upon the table of the House with other papers in connection therewith on the 20th day of April last, be concurred in, and the said messenger's salary begin at six hundred dollars per annum from March 25, 1914, as recommended by the Librarians of Parliament; and that a message be sent to the Senate acquainting Their Honours therewith.—*Mr. Borden*, 2947.

APPOINTMENT OF OFFICIALS.

Borden, Rt. Hon. R. L. (Prime Minister)—399.

Motion *re* appointment of certain officials to staff of Commons, 399.

Speaker, His Honour the—399.

Recommendation and report *re* promotion of official, 399.

APPOINTMENT OF HIGH COMMISSIONER.

Inquiry, Mr. Kyte, 3716.

Borden, Rt. Hon. R. L. (Prime Minister)—3716.

When any announcement becomes necessary I will make it to the House, 3716.

Kyte, G. W. (Richmond, N.S.)—3716.

Asks when position of High Commissioner will be filled, 3716.

APPOINTMENT OF TRANSLATORS.

Motion:

That the recommendation of His Honour the Speaker as to the appointment of Mr. J. A. D'Astous, as a reviser of translation, and Mr. Henri Trudel, as translator, on the Debates staff of the House, presented to the House on the 6th inst., be concurred in.—*Mr. Borden*, 5271.

Borden, Rt. Hon. R. L. (Prime Minister)—5271.

I have no personal knowledge of the circumstances attending the appointments of these gentlemen, but I understand they have been made in accordance with the provisions of the Civil Service Act, 5271.

APPOINTMENT OF TRANSLATORS—*Con.*

The procedure in this case is not in defiance of the Civil Service Act, but under the Civil Service Act, and in accordance with its terms, the proper officers of this House and his honour the Speaker having concurred in the recommendation, 5273.

Coderre, Hon. Louis (Secretary of State)—5274.

I gave to your honour the reason why I think that Mr. Lasalle should have been made chief of the translators. Mr. Trudel is a member of the staff, while Mr. Lasalle is one of the oldest members. I cannot see why Mr. Trudel should be appointed chief, 5274.

Lawrie, Rt. Hon. Sir Wilfrid (Quebec East)—5271.

Report quoted, 5271. We have the report of the proper officer of the House that the work attached to these positions is of an exceptional character, and under the circumstances it does not seem to me that there is any legitimate ground for objection, 5272.

Lemieux, Hon. R. (Rouville)—5271.

Claims that appointments ought to be on merit and made by Debates Committee, 5271. Thinks Mr. Lasalle should have been appointed chief, 5273.

Speaker, His Honour the—5271.

As I understand it, these appointments must be made according to the Civil Service Act in the usual way, as we are doing now, 5271. To the assertion that somehow outside influence is being exercised I give an emphatic denial; the matter has been arranged solely between the Civil Service Commission and myself, 5272.

ASH WEDNESDAY ADJOURNMENT.

Motion:

That when the House adjourns this day, it do stand adjourned until Thursday next, the 26th inst., at three o'clock p.m.—Mr. Borden, 1061.

ASIATIC IMMIGRATION.

Motion:

For a copy of all correspondence, letters, telegrams and other documents relative to the immigration of Asiatics, including Hindus, Japanese and Chinese which have a bearing either directly or indirectly upon the Order in Council passed by the Government during December, 1913, restricting immigration into the province of British Columbia.—Mr. Oliver, 1220.

Barnard, G. H. (Victoria)—1250.

Member for Rouville's impression left me is that Chinese, Japanese and Hindu immigrants should be allowed to come in. People of British Columbia will not stand for Hindu immigration, 1251.

ASIATIC IMMIGRATION—*Con.*

Burnham, J. H. (Peterborough, West)—1251.

This new British Empire is something that historians agree is like nothing that has ever existed before. To keep out the people and yet allow their goods to come in, is simply half the problem, 1252. Free interchange with a civilization which is lower and where the rate of wages is lower, tends to depress and ruin our civilization, 1253.

Doherty, Hon. C. J. (Minister of Justice)—1258.

Think facts have been dealt with exhaustively by my distinguished colleague. Gives difference between Blagwan Singh and Thaw cases, 1258. No writ of habeas corpus Act was issued, 1259. Magna Charta had absolutely nothing to do in this case. Refers to section 23 and goes to the root of things to the jurisdiction, 1260. It is the express declaration of this Parliament that no court and no judge shall have jurisdiction to interfere with order of minister, 1261. This law deals with the people who are knocking at the door, 1262. Question that arose was what the law means and whether it was properly executed. There are difficulties in the way so long as proceedings are initiated by writs of habeas corpus, 1263.

Knowles, W. E. (Moosejaw)—1244.

Have no objection to Japanese. Think that, British subjects though they may be, the less of the Hindus we have in Canada the better, 1245. Late Government did not leave any troublesome problem for their successors to deal with, 1246. Hon. gentlemen opposite have been for over two years in power, and have done nothing to remedy condition as it existed when they came into office. Remarks of Mr. Herron on, 1247-48. Quotes from speeches of different members, 1248-49. Yet in future Japan will continue to exercise the same control over her immigrants into Canada as previous five years, 1249. Instead of Japanese people being treated more strictly by present Government, their sphere of operation has virtually been enlarged, 1250.

Lemieux, Hon. R. (Rouville)—1225.

Question has far reaching effects, not only in Canada, but in the British Empire, 1225. This matter affects our future, and especially the future of British Columbia. Our great problem is to Canadianize our immigrants, 1226. Am pleased to note that the treaty of Trade and Commerce with Japan is beginning to show some satisfactory results. Problem with Hindu immigration is different, 1227. Problem of Hindu immigration has now reached an acute stage. Quotes some extracts from Mr. Baer's paper, 1228. Correspondence on, 1229. Opinion has been that writ of habeas corpus is an inherent right of every British subject. Situation is one that calls for immediate action on part of Government,

ASIATIC IMMIGRATION—*Con.*

1230. Advocates of imperial federation say that the time is ripe for a central Parliament for the Empire. Quotes from a despatch on, 1231-32. Question of immigration deserves more than a passing reference, 1232.

Oliver, Hon. F. (Edmonton)—1220.

Subject of Asiatic immigration to Canada is vital. It is evident that if Canada should become subject by conquest to an Asiatic country, Asiatic civilization would become predominant, 1220. Position taken by late Government was that Canada was mistress in her own house. Refers to Order in Council dated September 8, 1221. Refers to old regulation and as amended May 9, 1910. Other regulation also referred to, 1222. Quotes full text of Chief Justice Hunter's decision, 1223. Believe that the mind of the people of Canada is that Parliament of Canada shall dictate the law of Canada, 1224. There is no question that comes before Government of Canada as important as the subject of immigration, 1225.

Roche, Hon. W. J. (Minister of the Interior)—1253.

Quite agree that question of immigration is very important. Since November 1913, very few Chinese have come into this country, 1253. Out of 886 Japanese not a dozen were labourers. Chinese immigration is regulated by Chinese Act, 1254. Bhagwan Singh's real name was Matha Singh. Information in regard to him in Hindu papers, 1255-56. Immigration official deported him and was acting under a section of Immigration Act. Judge Morrison did not have full information when he cancelled writ, 1256. Are in hope that as spring work opens up there will not be any labour congestion, 1257.

Stevens, H. H. (Vancouver)—1232.

Hold that this is a problem which interests whole Dominion of Canada. There is no question whatever that the problem of Oriental immigration is one of considerable difficulty, 1232. Regulation was the cause of the whole trouble, 1233. Will refer to different aspects of the Asiatic question exemplified in the Japanese, Chinese and Hindus. Think the argument of Chief Justice was very frail, 1234. Class of immigrants we should encourage are those which will make good citizens. Letter referred to on, 1235-36. Cannot get the average Canadian to work in association with a gang of Dagos, 1236. Hold that before the Hindu has right to come to Canada and claim privilege of citizenship, he should attain that right in own country first, 1237. Quotes decision of Justice Morrison, 1238. Refers to Bhagwan Singh, who was deported. Refers to article on, 1239-40. These affidavits bear directly upon Bhagwan Singh and the type of Hindu he represents, 1240. Has been stated

ASIATIC IMMIGRATION—*Con.*

here and in different places in Canada that our attitude on Hindu question is such as stir up meeting in India, 1241. A question has been raised about the admission of Hindu wives. If we allow these people to come in here we must allow them to bring in these institutions. 1242. At present in British Columbia we do not allow an oriental to vote. Reads a portion of United States Commissioner of Immigration dealing with the hookworm, 1243-44. Hookworm does not show its effects immediately and wherever it takes hold, the population is bound to degenerate physically. Duty of Government to preserve our national type, 1244.

ASIATIC IMMIGRATION.

Motion—Introduction of Bill.—*Mr. Stevens*, 5026.

Borden, Rt. Hon. R. L. (Prime Minister)—5027.

I was very much occupied with some other matters while my hon. friend was making his explanation, but I shall look it over in 'Hansard,' and give an answer later to the right hon. gentleman, 5027.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5027.

The Bill, of course, cannot be taken up at all without the consent of the government, and it would be interesting to know whether the government intends to adopt this Bill and to support its passage, 5027.

Stevens, H. H. (Vancouver)—5026.

Gives explanation of reason for introducing Bill, 5026-7.

ATLANTIC MAIL SERVICE.

Inquiry.—*Mr. Lemieux*, 94.

Lemieux, Hon. E. (Rouville)—94.

Directs attention of Postmaster General to complaints about routing of letters. Extracts from letters read 94.

Pelletier, Hon. L. P. (Postmaster General)—94.

The rule is in force that all Canadians who wish to have their mail sent via New York have the privilege of doing so if they so direct their mail matter, 94.

BARCELONA TRACTION, LIGHT AND POWER COMPANY.

House in Committee on Bill No. 10.—*Mr. Macdonell*, 1981.

Boys, W. A. (Simcoe South)—

Proposes amendment which is agreed to, 1981-2.

BARCELONA TRACTION, LIGHT AND POWER COMPANY.

House again in Committee on Bill No. 10.—*Mr. Macdonell*, 1911.

BARCELONA TRACTION, LIGHT AND POWER COMPANY—*Con.*

Boys, W. A. (Simcoe South)—1911.

Amendment moved and explained, 1911-12.

BAY OF FUNDY NAVIGATION.

Inquiry.—*Mr. Carvell, 165*

Carvell, F. B. (Carleton, N.B.)—165.

Article from Ottawa Free Press read. Asks if Capt. Cliff is a member of the public service of the Dominion and if so asks that the Minister call the officer to account for making such libellous statements, 165

Hazen, Hon. J. D. (Minister of Marine)—165.

Cliff not an official of Marine and Fisheries Department, 165. The dangers which exist in the Bay of Fundy are no greater than those which exist in many other navigable waters of the world, 166.

BILLS—FIRST READING.

Bill (No. 1) respecting the Administration of Oaths of Office.—*Mr. Rogers, 2.*

Bill (No. 2) to amend the Dominion Elections Act.—*Mr. Burnham, 4.*

Bill (No. 3) to abolish Titles of Honour in Canada.—*Mr. Burnham, 4.*

Bill (No. 4) to amend the Criminal Code.—*Mr. Burnham, 4.*

Bill (No. 5) respecting the Pollution of Navigable Waters.—*Mr. Bradbury, 4.*

Bill (No. 6) to regulate Cold Storage.—*Mr. Bradbury, 4.*

Bill (No. 7) respecting the hours of labour on public works, *Mr. Verville, 4.*

Bill (No. 8) to amend the Railway Act.—*Mr. M. Martin, 90.*

Bill (No. 9) to amend the Canada Shipping Act.—*Mr. Sinclair, 90.*

Bill (No. 10) respecting Barcelona Traction Light and Power Company, Limited.—*Mr. A. C. Macdonell, 91.*

Bill (No. 11) respecting the Burrard Inlet Tunnel and Bridge Company.—*Mr. Stevens, 91.*

Bill (No. 12) respecting the Calgary and Edmonton Railway Company.—*Mr. Douglas, 91.*

Bill (No. 13) to incorporate the General Canada Railway Company.—*Mr. W. H. Sharpe, 91.*

Bill (No. 14) respecting the Eastern Canada Savings and Loan Company, Limited, and to change its name to 'the Eastern Canada Savings and Loan Company.'—*Mr. A. K. Maclean, 91.*

Bill (No. 15) respecting the Grand Trunk Railway Company of Canada.—*Mr. Currie, 91.*

BILLS—FIRST READING—*Con.*

Bill (No. 16) respecting the Lachine, Jacques-Cartier and Maisonneuve Railway Company.—*Mr. Bickerdike, 91.*

Bill (No. 17) respecting the Ottawa, Northern and Western Railway Company.—*Mr. Fripp, 91.*

Bill (No. 18) respecting the Tillsonburg, Lake Erie and Pacific Railway Company.—*Mr. Currie, 91.*

Bill (No. 19) respecting the West Ontario Pacific Railway Company.—*Mr. Nesbitt, 91.*

Bill (No. 20) respecting the Canadian Pacific Railway Company.—*Mr. W. H. Sharpe, 91.*

Bill (No. 21) to amend the law relating to Merchant Shipping.—*Mr. Hazen, 94.*

Bill (No. 22) respecting Brazilian Traction Light and Power Company, Limited.—*Mr. A. K. Maclean, 126.*

Bill (No. 23) respecting British American Nickel Corporation, Limited.—*Mr. Northrup, 126.*

Bill (No. 24) respecting the Canadian Railway Accident Insurance Company, and to change its name to 'the Globe Indemnity Company'—*Mr. Baker, 126.*

Bill (No. 25) respecting the Manitoba and North Western Railway Company of Canada.—*Mr. Douglas, 126.*

Bill (No. 26) to incorporate Pacific, Peace River and Athabaska Railway Company.—*Mr. R. B. Bennett, 126.*

Bill (No. 27) respecting the South Ontario Pacific Railway Company.—*Mr. Smith, 126.*

Bill (No. 28) to amend the Dominion Lands Act.—*Mr. Aikins, 201.*

Bill (No. 29) to amend the Money Lenders Act.—*Mr. Stevens, 201.*

Bill (No. 30) respecting the Grand Trunk Pacific Railway Company.—*Mr. Cochrane, 201.*

Bill No. 31, respecting the National Transcontinental Railway.—*Mr. Cochrane, 201.*

Bill (No. 32) to repeal the Act respecting the Naval Service of Canada.—*Mr. Lesperance, 202.*

Bill (No. 33) respecting the Acadia Loan Corporation, and to change its name to the Mortgage Corporation of Nova Scotia.—*Mr. A. K. Maclean, 257.*

Bill (No. 34) respecting the Dominion Atlantic Railway Company.—*Mr. Jameson, 257.*

Bill (No. 35) to incorporate the Bank of Edmonton.—*Mr. Douglas, 257.*

Bill (No. 36) respecting the Joliette and Lake Manuan Colonization Railway Company.—*Mr. Guilbault, 257.*

BILLS—FIRST READING—*Con.*

- Bill (No. 37) respecting the Ottawa and Ungava Railway Company.—Mr. Chabot, 257.
- Bill (No. 38) respecting the Sterling Trusts Corporation.—Mr. G. V. White, 257.
- Bill (No. 39) respecting the Thessalon and Northern Railway Company.—Mr. Smythe, 257.
- Bill (No. 40) respecting La Compagnie des Pouvoirs d'eau de Valleyfield, limitée.—Mr. Sevigny, 257.
- Bill (No. 41) respecting the Canadian Northern Railway Company.—Mr. W. H. Sharpe, 306.
- Bill (No. 42) respecting the Esquimalt and Nanaimo Railway Company.—Mr. Shepherd, 306.
- Bill (No. 43) respecting Queen's University at Kingston.—Mr. Nickle, 306.
- Bill (No. 44) respecting the Vancouver Life Insurance Company of Vancouver, B.C., and to change its name to 'the Vancouver Life Insurance Company.'—Mr. Stevens, 306.
- Bill (No. 45) to amend the Navigable Waters Protection Act, 343.
- Bill (No. 46) respecting the Erie, London and Tillsonburg Railway Company.—Mr. Morphy, 439.
- Bill (No. 47) respecting the Lake Erie and Northern Railway Company.—Mr. Fisher, 439.
- Bill (No. 48) to incorporate the Peace River Tramway and Navigation Company.—Mr. R. B. Bennett, 439.
- Bill (No. 49) respecting the Saskatchewan Central Railway Company.—Mr. McCraney, 439.
- Bill (No. 50) to amend the Criminal Code.—Mr. Verville, 467.
- Bill (No. 51) respecting the Bronson Company.—Mr. Fripp, 511.
- Bill (No. 52) respecting the Central Railway Company of Canada.—Mr. W. H. Bennett, 511.
- Bill (No. 53) respecting the Empire Life Insurance Company of Canada.—Mr. Macdonell, 511.
- Bill (No. 54) respecting the Niagara-Welland Power Company.—Mr. Blain, 511.
- Bill (No. 55) respecting the Quinze and Blanche River Railway Company.—Mr. Fripp, 511.
- Bill (No. 56) respecting the Alberta Central Railway Company.—Mr. Michael Clark, 610.
- Bill (No. 57) respecting the British Trust Company.—Mr. Baker, 610.

BILLS—FIRST READING—*Con.*

- Bill (No. 58) to incorporate the Sudbury, Kepawa and Bell River Railway Company.—Mr. G. V. White, 610.
- Bill (No. 59) respecting the Toronto, Niagara and Western Railway Company.—Mr. Currie, 610.
- Bill (No. 60) to incorporate the United Empire Loyalists' Association of Canada.—Mr. Macdonell, 610.
- Bill (No. 61) to amend the Railway Act.—Mr. Demers, 610.
- Bill (No. 62) to readjust the representation in House of Commons.—Mr. Borden, 611.
- Bill (No. 63) respecting the Canadian Northern Ontario Railway Company.—Mr. Currie, 696.
- Bill (No. 64) respecting the London and Port Stanley Railway Company.—Mr. Beattie, 696.
- Bill (No. 65) respecting the McClary Manufacturing Company.—Mr. Beattie, 696.
- Bill (No. 66) respecting the patent of the National Wood Distilling Company.—Mr. Clements, 696.
- Bill (No. 67) to incorporate the Norfolk and Elgin Railway Company.—Mr. Marshall, 696.
- Bill (No. 68) respecting the Western Central Railway Company.—Mr. Henderson, 696.
- Bill (No. 69) to amend the Railway Act.—Mr. Demers, 793.
- Bill (No. 70) respecting Trust Companies.—Mr. Perley, 793.
- Bill (No. 71) to consolidate and amend the Acts respecting Fisheries and Fishing.—Mr. Hazen, 795.
- Bill (No. 72) respecting The Calgary and Fernie Railway Company.—Mr. R. B. Bennett, 841.
- Bill (No. 73) respecting The Canadian Northern Railway Company.—Mr. Currie, 841.
- Bill (No. 74) respecting The Central Ontario Railway.—Mr. G. V. White, 841.
- Bill (No. 75) respecting The Continental Fire Insurance Company of Canada.—Mr. W. H. Sharpe, 841.
- Bill (No. 76) to incorporate Les Soeurs de la Charité de l'Hopital Saint Antoine de Le Pas.—Mr. Lavallée, 841.
- Bill (No. 77) amending the Judges' Act.—Mr. Lanctot, 842.
- Bill (No. 78) respecting the patent of Auto Wheels, Limited.—Mr. Fisher, 969.
- Bill (No. 79) to incorporate The Bruce Peninsula Railway Company.—Mr. Middlebro, 969.

BILLS—FIRST READING—*Con.*

- Bill (No. 80) respecting The Canadian Northern Railway Company.—Mr. W. H. Sharpe, 970.
- Bill (No. 81) to incorporate The Canadian Press Association.—Mr. H. Clark, 970.
- Bill (No. 82) respecting The Kettle Valley Railway Company.—Mr. Green, 970.
- Bill (No. 83) respecting Loan Companies.—Mr. Perley, 970.
- Bill (No. 84) to amend the Export Act.—Mr. Reid, 975.
- Bill (No. 85) to amend the Railway Act.—Mr. J. E. Armstrong, 1015.
- Bill (No. 86) to incorporate The Canadian Alberta Railway Company.—Mr. Warnock, 1163.
- Bill (No. 87) to incorporate The Erie and Ontario Railway Company.—Mr. Lalor, 1163.
- Bill (No. 88) respecting The London and Lake Erie Railway and Transportation Company.—Mr. Marshall, 1163.
- Bill (No. 89) respecting The University of Saskatchewan, and to change its name to 'The University of Emmanuel College.'—Mr. McKay, 1163.
- Bill (No. 90) to amend an Act relating to the establishment and expenses of the International Joint Commission under the Waterways Treaty of January 14, 1909.—Mr. Borden, 1164.
- Bill (No. 91) respecting the Northern Territorial Railway Company.—Mr. McKay, 1264.
- Bill (No. 92) respecting the Premier Life Insurance Company.—Mr. R. B. Bennett, 1264.
- Bill (No. 93) respecting the Prince Edward and Hastings Railway Company.—Mr. Hepburn, 1264.
- Bill (No. 94) respecting Interurban Company, Limited, and to change its name to 'Interurban Telephone Company, Limited.'—Mr. Northrup, 1328.
- Bill (No. 95) respecting The High River, Saskatchewan and Hudson Bay Railway Company.—Mr. R. B. Bennett, 1328.
- Bill (No. 96) to amend the Weights and Measures Act.—Mr. Nantel, 1359.
- Bill (No. 97) to incorporate the All Red Line Railway Company.—Mr. Fripp, 1395.
- Bill (No. 98) to amend the Volunteer Bounty Act, 1908, and Acts amending the same.—Mr. Roche, 1400.
- Bill (No. 99) to amend the Adulteration Act.—Mr. Nantel, 1433.

BILLS—FIRST READING—*Con.*

- Bill (No. 100) respecting the representation of province of Manitoba in the Senate.—Mr. Borden, 1497.
- Bill (No. 101) respecting the representation of province of Saskatchewan in the Senate.—Mr. Borden, 1498.
- Bill (No. 102) respecting the representation of province of Alberta in the Senate.—Mr. Borden, 1498.
- Bill (No. 103) to prohibit the manufacture of matches made with white phosphorus.—Mr. Crothers, 1539.
- Bill (No. 104) respecting the harbour of North Sydney in Nova Scotia.—Mr. Hazen, 1540.
- Bill (No. 105) to consolidate and amend Canada Shipping Act.—Mr. Hazen, 1548.
- Bill (No. 106) respecting the Pollution of Navigable Waters.—Mr. Pelletier, 1751.
- Bill (No. 107) respecting the Fredericton and Grand Lake Coal and Railway Company.—Mr. Fowler, 1603.
- Bill (No. 108) to incorporate the Northwestern Railway Company of Canada.—Mr. Boyce, 1603.
- Bill (No. 109) to amend the Inspection and Sale Act.—Mr. Foster, 1611.
- Bill (No. 110) to amend the Insurance Act, 1910.—Mr. White, 1639.
- Bill (No. 111) to amend the Civil Service Insurance Act.—Mr. White, 1751.
- Bill (No. 112) to regulate the manufacture and sale of dairy products and to prohibit the manufacture and sale of bottle substitutes.—Mr. Burrell, 1752.
- Bill (No. 113) to regulate cold storage warehouses.—Mr. Burrell, 1753.
- Bill (No. 114) to amend Indian Act, 1817.
- Bill (No. 115) for the relief of Gertrude Carmen Birks.—Mr. Baker, 1870.
- Bill (No. 116) for the relief of Rose Ethel Freedman.—Mr. Fripp, 1870.
- Bill (No. 117) respecting the Montreal and Lake Victoria Railway Company.—Mr. Achim, 1870.
- Bill (No. 118) for the relief of Ella Rose Morris.—Mr. Douglas, 1870.
- Bill (No. 119) for the relief of Alicia Hill.—Mr. Douglas, 1870.
- Bill (No. 120) to correct a clerical error in the Act 1-2 George V. chapter 118, an Act respecting the National Weekly Indemnity Company, and to change its name to the Merchants and Employers Guarantee and Accident Company.—Mr. Doherty, 1870.

BILLS—FIRST READING—*Con.*

- Bill (No. 121) for relief of Eliza Jane McLaughlin.—Mr. McCraney, 1957.
- Bill (No. 122) to amend Government Railways Small Claims Act.—Mr. Reid, 1910.
- Bill (No. 123) to incorporate the Atlin Railway Company.—Mr. M. Clark, 1957.
- Bill (No. 124) for the relief of Lenore Power.—Mr. Bradbury, 2132.
- Bill (No. 125) for the relief of Walter James Liscombe.—Mr. Douglas, 2175.
- Bill (No. 126) for the relief of Ethel Cora Robinson.—Mr. German, 2175.
- Bill (No. 127) for the relief of George Fullerton Forsythe.—Mr. Schaffner, 2175.
- Bill (No. 128) to amend an Act to incorporate the Vancouver Harbour Commissioners.—Mr. Hazen, 2175.
- Bill (No. 129) respecting hours of service of railway employees.—Mr. Carroll, 2175.
- Bill (No. 130) respecting certain Patents of Thomas Leopold Willson.—Mr. Fripp, 2217.
- Bill (No. 131) respecting the Sterling Life Assurance Company of Canada.—Mr. Buchanan, 2218.
- Bill (No. 132) respecting the W. C. Edwards and Company, Limited.—Mr. Fripp, 2218.
- Bill (No. 133) for the relief of Johann Andreas Horn.—Mr. Schaffner, 2218.
- Bill (No. 134) to amend the Inspection and Sales Act.—Mr. George E. Foster, 2261.
- Bill (No. 135) respecting a certain Patent of Rudolph Goldschmidt.—Mr. Fripp, 2261.
- Bill No. 136, to amend the Dominion Lands Act.—Mr. Roche, 2261.
- Bill No. 137, to amend the Dominion Forests Reserves and Parks Act.—Mr. Roche, 2261.
- Bill (No. 138) to amend the Irrigation Act.—Mr. Roche, 2261.
- Bill (No. 139) to amend the Railway Act with respect to the deposit of plans.—Mr. McKay, 2376.
- Bill (No. 140) to incorporate the National Council of Women of Canada.—Sir Edmund Osler, 2377.
- Bill (No. 141) respecting The Rainy River Radial Railway Company.—Mr. Boyce, 2377.
- Bill (No. 142) respecting The Pacific Trans-Canada and Hudson Bay Railway Company.—Mr. Douglas, 2377.
- Bill (No. 143) respecting a patent of John Roger Arnoldi.—Mr. Macdonell, 2377.
- Bill (No. 144) for the relief of Henry Elmer Bicknell.—Mr. McCraney, 2377.

BILLS—FIRST READING—*Con.*

- Bill (No. 145) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively the 31st March, 1914, and the 31st March, 1915, 2378.
- Bill (No. 146) to amend the Civil Service Act.—Mr. Pelletier, 2380.
- Bill (No. 147) to amend the Post Office Act.—Mr. Pelletier, 2384.
- Bill (No. 148) for the relief of George Gracie Smith.—Mr. McKay, 2435.
- Bill (No. 149) for the relief of Harry Cra-croft Pugh.—Mr. Douglas, 2435.
- Bill (No. 150) to incorporate The Prudential Life of Canada.—Mr. Nickle, 2481.
- Bill (No. 151) for the relief of Charles Low Hutcheon.—Mr. Fripp, 2481.
- Bill (No. 152) for the relief of Jessie Eleanor Grasset Parkhurst.—Mr. W. H. Bennett, 2481.
- Bill (No. 153) for the relief of William Godfrey Thorp.—Mr. Carvell, 2481.
- Bill (No. 154) respecting The Grand Trunk Railway Company of Canada and The Canada Atlantic Railway Company.—Mr. Fripp, 2517.
- Bill (No. 155) for relief of Bertha Hetu.—Mr. Oliver, 2686.
- Bill (No. 156) for the relief of Frederick Joseph Campbell.—Mr. Ames, 2902.
- Bill (No. 157) for the relief of Elizabeth Chausse.—Mr. Schaffner, 2902.
- Bill (No. 158) for the relief of Beatrice Mae Stinson Fotheringham.—Mr. McCraney, 2902.
- Bill (No. 159) for the relief of Eva Jane Bateman.—Mr. Douglas, 2902.
- Bill (No. 160) for the relief of Florence Rolf.—Mr. Douglas, 2902.
- Bill (No. 161) respecting the Western Life Assurance Company.—Mr. Bradbury, 2995.
- Bill (No. 162) respecting Saskatoon and Hudson Bay Railway Company.—Mr. Carvell, 3054.
- Bill (No. 163) to incorporate the North American Accident Insurance Company.—Mr. Baker, 3054.
- Bill (No. 164) respecting the Berlin, Waterloo, Wellesley and Lake Huron Railway Company.—Mr. Weichel, 3054.
- Bill (No. 165) respecting the Western Dominion Railway Company and the Alberta Pacific Railway Company.—Mr. R. B. Bennett, 3054.

BILLS—FIRST READING—*Con.*

- Bill (No. 166) to incorporate the Farnham and Granby Railway Company of Canada.—Mr. Baker, 3054.
- Bill (No. 167) to incorporate the Cornwall and Hawkesbury Railway Company of Canada.—Mr. Alguire, 3054.
- Bill (No. 168) to amend part VI of The Canada Shipping Act.—Mr. Hazen, 3053.
- Bill (No. 169) entitled an Act to amend the Customs Tariff, 1907.—Mr. White, 3160.
- Bill (No. 170) to amend the Canada Grain Act.—Mr. Foster, 3162.
- Bill (No. 171) to amend the Customs Act.—Mr. White, 3220.
- Bill (No. 172) respecting the Toronto Terminals Railway Company.—Mr. Macdonell, 3251.
- Bill (No. 173) respecting British Nationality Naturalization and Aliens.—Mr. Doherty, 3249.
- Bill (No. 174) to amend the Juvenile Delinquents Act, 1908.—Mr. Doherty, 3251.
- Bill (No. 175) to amend the Supreme Court Act.—Mr. Doherty, 3251.
- Bill (No. 176) to make further provision for bounties to volunteers who served the Crown during the Fenian raids.—Mr. Hughes, 3396.
- Bill (No. 177) to amend the Companies Act.—Mr. Coderre, 3397.
- Bill (No. 178) to amend the Prisons and Reformatories Act.—Mr. Doherty, 3397.
- Bill (No. 179) to amend the Criminal Code.—Mr. Doherty, 3398.
- Bill (No. 180) to amend the Canada Temperance Act.—Mr. Doherty, 3453.
- Bill (No. 181) respecting the entrance of the Grand Trunk Pacific Railway Company and the Canadian Northern Railway Company into their joint terminals at the city of Winnipeg.—Mr. Reid, 3454.
- Bill (No. 182) to provide for the inspection and branding of pickled fish.—Mr. Hazen, 3460.
- Bill (No. 183) to provide for the payment of a yearly allowance to Mrs. Alice Joynson, widow of the late J. H. Joynson, a guard in the British Columbia penitentiary.—Mr. Doherty, 3461-2.
- Bill (No. 184) respecting the representation of the province of British Columbia in the Senate.—Mr. Borden, 3516.
- Bill (No. 185) for the relief of the depositors of the Farmers Bank of Canada.—Mr. White, 3531.

BILLS—FIRST READING—*Con.*

- Bill (No. 186) respecting the Canadian Northern Ontario Railway Company, and to ratify and confirm its purchase of a portion of the property of the Carillon and Grenville Railway Company.—Mr. Guilbault, 3572.
- Bill (No. 187) respecting the North Shore Power, Railway and Navigation Company, and to change the name thereof to 'Gulf Pulp and Paper Company.'—Mr. Fripp, 3572.
- Bill (No. 188) for the relief of Georgina Beatrice Boyd.—Mr. Fripp, 3572.
- Bill (No. 189) to regulate the manufacture, testing, storage, and importation of explosives.—Mr. Coderre, 3588.
- Bill (No. 190) to amend the Judges' Act.—Mr. Doherty, 3621.
- Bill (No. 191) to provide for further advances to the Harbour Commissioners of Montreal.—Mr. Hazen, 3636.
- Bill (No. 192) to provide for further advances to the Quebec Harbour Commissioners.—Mr. Hazen, 3636.
- Bill (No. 193) to amend the Act respecting the National Battlefields at Quebec.—Mr. White, 3637.
- Bill (No. 194) respecting Co-operative Credit Societies.—Mr. Meighen, 3637.
- Bill (No. 195) to incorporate the Canadian General Council of the Boy Scouts Association.—Mr. Currie, 3714.
- Bill (No. 196) respecting the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and the Toronto Harbour Commissioners.—Mr. Reid, 3784.
- Bill (No. 197) for the relief of Robert Markle Richardson.—Mr. T. J. Stewart, 3860.
- Bill (No. 198) for the relief of George Andrew Crooks.—Mr. Schaffner, 3860.
- Bill (No. 199) for the relief of Florence Merritt.—Mr. Boys, 3860.
- Bill (No. 200) to amend the Yukon Placer Mining Act.—Mr. Roche, 3860.
- Bill (No. 201) to amend the St. John and Quebec Railway Company Act.—Mr. Reid, 3886.
- Bill (No. 202) respecting the Grand Council of the Catholic Mutual Benefit Association of Canada.—Mr. Macdonell, 3956.
- Bill (No. 203) for the relief of Gustav Oscar Lindquist.—Mr. W. M. Martin, 3956.
- Bill (No. 204) to amend the Railway Act.—Mr. Reid, 3896.
- Bill (No. 205) to amend the Dry-Docks Subsidies Act, 1910.—Mr. Rogers, 3965.

BILLS—FIRST READING—*Con.*

- Bill (No. 206) to incorporate The General Council of the Canadian Branch of the St. John Ambulance Association.—Mr. A. Thompson, 4090.
- Bill (No. 207) for the relief of William Ewan Laurie.—Mr. Baker, 4090.
- Bill (No. 208) for the relief of Margaret Van Dusen.—Mr. Schaffner, 4090.
- Bill (No. 209) respecting certain patents of the F. N. Burt Company, Limited.—Mr. Burnham, 4167.
- Bill (No. 210) for the relief of Frederick Dwight Chesley.—Mr. Baker, 4214.
- Bill (No. 211) respecting a patent of Frederick Sinclair Corrigan.—Mr. Macdonell, 4367.
- Bill (No. 212) to incorporate the Title Insurance Company of Canada.—Mr. Baker, 4367.
- Bill (No. 213) to amend the Dominion Lands Act.—Mr. Doherty, 4367.
- Bill (No. 214) respecting the Canadian Northern Railway system.—Mr. Borden, 4426.
- Bill (No. 215) for the relief of Alberta Ring.—Mr. Morphy, 4433.
- Bill (No. 216) for the relief of Bertha Lucinda Graham.—Mr. Blain, 4433.
- Bill (No. 217) respecting the Civil Service of Canada.—Mr. White, 4452.
- Bill (No. 218) to incorporate the International Suburban Railway Company.—Mr. Lewis, 4523.
- Bill (No. 219) for the relief of John Robinson.—Mr. Fripp, 4523.
- Bill (No. 220) for the relief of Helen Vineberg.—Mr. Porter, 4523.
- Bill (No. 221) to amend the Montreal Harbour Commissioners Act, 1894.—Mr. Hazen, 4523.
- Bill (No. 222) (letter F-3 of the Senate) to amend the Secret Commissions Act, 1909.—Mr. Oliver, 4555.
- Bill (No. 223) to amend Part X of the Canada Shipping Act.—Mr. Hazen, 92.
- Bill (No. 224) to amend the National Transcontinental Railway Act.—Mr. Hazen, 4711.
- Bill (No. 225) to amend the Civil Service Amendment Act, 1908, as respects the Senate of Canada.—Sir Wilfrid Laurier, 4711.
- Bill (No. 226) to authorize the guarantee of bonds of the Grand Trunk Pacific Railway Company.—Mr. Borden, 4838.
- Bill (No. 227) to amend the Immigration Act.—Mr. Stevens, 5026.
- Bill (No. 228) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively the 31st March, 1914, and the 31st March, 1915.—Mr. Rogers, 5271.
- Bill (No. 229) respecting Civil Service Superannuation.—Mr. White, 5574.

BILLS SECOND READING.

- Bill (No. 5) respecting the Pollution of Navigable Waters.—Mr. Bradbury, 1750.
- Bill (No. 10) respecting Barcelona Traction, Light and Power Company, Limited.—Mr. Macdonell, 328.
- Bill (No. 11) respecting the Burrard Inlet Tunnel and Bridge Company.—Mr. Stevens, 328.
- Bill (No. 12) respecting the Calgary and Edmonton Railway Company.—Mr. Douglas, 328.
- Bill (No. 13) to incorporate the Central Canada Railway Company.—Mr. W. H. Sharpe, 328.
- Bill (No. 14) respecting the Eastern Canada Savings and Loan Company, Limited, and to change its name to The Eastern Canada Savings and Loan Company.—Mr. A. K. Maclean, 328.
- Bill (No. 15) respecting the Grand Trunk Railway Company of Canada.—Mr. Currie, 328.
- Bill (No. 16) respecting The Lachine-Cartier and Maisonneuve Railway Company.—Mr. Bickerdike, 328.
- Bill (No. 17) respecting the Ottawa, Northern and Western Railway Company.—Mr. Fripp, 328.
- Bill (No. 18) respecting The Tillsonburg, Lake Erie and Pacific Railway Company.—Mr. Currie, 328.
- Bill (No. 19) respecting the West Ontario Pacific Railway Company.—Mr. Nesbitt, 328.
- Bill (No. 20) respecting The Canadian Pacific Railway Company.—Mr. W. H. Sharpe, 329.
- Bill (No. 21) to amend the law relating to merchant shipping, with a view to enabling certain conventions to be carried into effect.—Mr. Hazen, 749.
- Bill (No. 22) respecting Brazilian Traction, Light and Power Company, Limited.—Mr. A. K. Maclean, 329.
- Bill (No. 23) respecting British America Nickel Corporation, Limited.—Mr. Northrup, 329.
- Bill (No. 24) respecting The Canadian Railway Accident Insurance Company, and to change its name to The Globe Indemnity Company.—Mr. Baker, 329.
- Bill (No. 25) respecting The Manitoba and North Western Railway Company of Canada.—Mr. Douglas, 329.
- Bill (No. 26) to incorporate Pacific, Peace River and Athabaska Railway Company.—Mr. R. B. Bennett, 329.
- Bill (No. 27) respecting The South Ontario Pacific Railway Company.—Mr. Smith, 329.
- Bill (No. 30) respecting the Grand Trunk Pacific Railway Company.—Mr. Cochrane, 749.

BILLS—SECOND READING—*Con.*

- Bill (No. 31) respecting the National Transcontinental Railway.—Mr. Cochrane, 749.
- Bill (No. 33) respecting The Acadia Loan Corporation, and to change its name to The Mortgage Corporation of Nova Scotia.—Mr. A. K. Maclean, 329.
- Bill (No. 34) respecting The Dominion Atlantic Railway Company.—Mr. Jameson, 329.
- Bill (No. 35) to incorporate The Bank of Edmonton.—Mr. Douglas, 329.
- Bill (No. 36) respecting the Joliette and Lake Manuan Colonization Railway Company.—Mr. Guilbault, 344.
- Bill (No. 37) respecting the Ottawa and Ungava Railway Company.—Mr. Chabot, 329.
- Bill (No. 38) respecting the Sterling Trusts Corporation.—Mr. Gerald V. White, 329.
- Bill (No. 39) respecting The Thessalon and Northern Railway Company.—Mr. Smyth, 329.
- Bill (No. 40) respecting La Compagnie des Pouvoirs d'eau de Valleyfield, limitée.—Mr. Sevigny, 329.
- Bill (No. 41) respecting The Canadian Northern Railway Company.—Mr. W. H. Sharpe, 422.
- Bill (No. 42) respecting the Esquimalt and Nanaimo Railway Company.—Mr. Shepherd, 422.
- Bill (No. 43) respecting Queen's University at Kingston.—Mr. Nickle, 422.
- Bill (No. 44) respecting The Vancouver Life Insurance Company of Vancouver, B.C., and to change its name to The Vancouver Life Insurance Company.—Mr. Stevens, 422.
- Bill (No. 46) respecting The Erie, London and Tillsonburg Railway Company.—Mr. Morphy, 535.
- Bill (No. 47) respecting the Lake Erie and Northern Railway Company.—Mr. Fisher, 535.
- Bill (No. 48) to incorporate the Peace River Tramway and Navigation Company.—Mr. R. B. Bennett, 535.
- Bill (No. 49) respecting the Saskatchewan Central Railway Company.—Mr. McCraney, 535.
- Bill (No. 51) respecting the Bronson Company.—Mr. Fripp, 632.
- Bill (No. 52) respecting the Central Railway Company of Canada.—Mr. W. H. Bennett, 632.
- Bill (No. 53) respecting the Empire Life Insurance Company of Canada.—Mr. Macdonell, 632.
- Bill (No. 54) respecting the Niagara-Welland Power Company.—Mr. Blain, 632.

BILLS—SECOND READING—*Con.*

- Bill (No. 55) respecting the Quinze and Blanche Railway Company.—Mr. Fripp, 632.
- Bill (No. 56) respecting the Alberta Central Railway Company.—Mr. Michael Clark, 770.
- Bill (No. 58) to incorporate the Sudbury, Kepawa and Bell River Railway Company.—Mr. G. V. White, 770.
- Bill (No. 59) respecting the Toronto, Niagara and Western Railway Company.—Mr. Currie, 770.
- Bill (No. 60) to incorporate the United Empire Loyalists' Association of Canada.—Mr. Macdonell, 770.
- Bill (No. 62) to readjust the representation in the House of Commons.—Mr. Borden, 927.
- Bill (No. 63) respecting the Canadian Northern Ontario Company.—Mr. Currie, 808.
- Bill (No. 64) respecting the London and Port Stanley Railway Company.—Mr. Beattie, 808.
- Bill (No. 65) respecting the McClary Manufacturing Company.—Mr. Beattie, 864.
- Bill (No. 66) respecting the Patent of the National Wood Distilling Company.—Mr. Clements, 864.
- Bill (No. 67) to incorporate the Norfolk and Elgin Railway Company.—Mr. Marshall, 864.
- Bill (No. 68) respecting the Western Central Railway Company.—Mr. Henderson, 864.
- Bill (No. 70), respecting Trust Companies.—Mr. White, 1128.
- Bill (No. 71) to consolidate and amend the Acts respecting Fisheries and Fishing.—Mr. Hazen, 1164.
- Bill (72) respecting the Calgary and Fernie Railway Company.—Mr. R. B. Bennett, 997.
- Bill (No. 73) respecting the Canadian Northern Railway Company.—Mr. Currie, 997.
- Bill (No. 74) respecting the Central Ontario Railway.—Mr. G. V. White, 997.
- Bill (No. 75) respecting the Continental Fire Insurance Company of Canada.—Mr. W. H. Sharpe, 997.
- Bill (No. 76) to incorporate Les Sœurs de la Charité de L'Hopital Saint Antoine de Le Pas.—Mr. Lavallée, 997.
- Bill (No. 78) respecting the Patent of Auto-Wheels, Limited.—Mr. Fisher, 1084.
- Bill (No. 79) to incorporate the Bruce Peninsula Railway Company.—Mr. Middlebro, 1084.

BILLS—SECOND READING—*Con.*

- Bill (No. 80) respecting the Canadian Northern Railway Company.—Mr. W. H. Sharpe (Lisgar), 4470.
- Bill (No. 81) to incorporate the Canadian Press Association.—Mr. H. Clarke, 1084.
- Bill (No. 82) respecting the Kettle Valley Railway Company.—Mr. W. Green, 1216.
- Bill (No. 83) respecting Loan Companies.—Mr. White, 1130.
- Bill (No. 84) to amend the Export Act.—Mr. Borden, 1758.
- Bill (No. 86) to incorporate the Canadian Alberta Railway Company.—Mr. Warnock, 1283.
- Bill (No. 87) to incorporate the Erie and Ontario Railway Company.—Mr. Lalor, 1283.
- Bill (No. 88) respecting the London and Lake Erie Railway and Transportation Company.—Mr. Marshall, 1283.
- Bill (No. 89) respecting the University of Saskatchewan, and to change its name to The University of Emmanuel College.—Mr. McKay, 1283.
- Bill (No. 90) to amend an Act relating to the establishment and expenses of the International Joint Commission under waterways treaty of January 11, 1909.—Mr. Borden, 1395.
- Bill (No. 91) respecting the Northern Territorial Railway.—Mr. McKay, 1417.
- Bill (No. 92) respecting the Premier Life Insurance Company.—Mr. R. B. Bennett, 1417.
- Bill (No. 93) respecting the Prince Edward and Hastings Railway Company.—Mr. Hepburn, 1417.
- Bill (No. 94) respecting Interurban Company, Limited, and to change its name to Interurban Telephone Company, Limited.—Mr. Northrup, 1417.
- Bill (No. 95) respecting the High River, Saskatchewan and Hudson Bay Railway Company.—Mr. R. B. Bennett, 1417.
- Bill (No. 96) to amend Weights and Measures Act.—Mr. Nantel, 1753.
- Bill (No. 97) to incorporate the All Red Line Railway Company.—Mr. Fripp, 1508.
- Bill (No. 98) to amend Volunteer Bounty Act and amending Acts.—Mr. Roche, 1611.
- Bill (No. 99) to amend the Adulteration Act.—Mr. Nantel, 2388.
- Bill (No. 103) to prohibit the manufacture and importation of matches made with white phosphorus.—Mr. Crothers, 1756.
- Bill (No. 104) respecting the Harbour of North Sydney in Nova Scotia.—Mr. Hazen, 1791.

BILLS—SECOND READING—*Con.*

- Bill (No. 105) to consolidate and amend the Canada Shipping Act.—Mr. Hazen, 1607.
- Bill (No. 106) respecting the Pollution of Navigable Waters.—Mr. Pelletier, 1751.
- Bill (No. 107) respecting the Fredericton and Grand Lake Coal and Railway Company.—Mr. Fowler, 1689.
- Bill (No. 108) to incorporate the Northwestern Railway Company of Canada.—Mr. Boyce, 1689.
- Bill (No. 109) to amend the Inspection and Sale Act.—Mr. Foster, 2913.
- Bill (No. 111) to amend Civil Service Insurance Act.—Mr. White, 1871.
- Bill (No. 112) to regulate the manufacture and sale of dairy products and to prohibit the manufacture and sale of butter substitutes.—Mr. Burrell, 2384.
- Bill (No. 113) to regulate Cold Storage Warehouses.—Mr. Burrell, 3559.
- Bill (No. 114) to amend the Indian Act.—Mr. Roche, 3532.
- Bill (No. 115) for the relief of Gertrude Carmen Birks.—Mr. Baker, 1912.
- Bill (No. 116) for the relief of Rose Ethel Freedman.—Mr. Fripp, 1912.
- Bill (No. 117) respecting the Montreal and Lake Victoria Railway Company.—Mr. Achim, 1912.
- Bill (No. 118) for the relief of Ella Rose Morris.—Mr. Douglas, 1982.
- Bill (No. 119) for the relief of Alicia Hill.—Mr. Douglas, 1982.
- Bill (No. 120) to correct a clerical error in Act 1-2 George V, chapter 118, respecting the National Weekly Indemnity Company, and to change its name to the Merchants and Employers Guarantee and Accident Company.—Mr. Doherty, 3012.
- Bill (No. 121) for the relief of Eliza Jane McLaughlin.—Mr. McCraney.
- Bill (No. 122) to amend the Government Railways Small Claims Act, 2392.
- Bill (No. 123) to incorporate the Atlin Railway Company.—Mr. Michael Clark.
- Bill (No. 124) for the relief of Leonore Power.—Mr. Porter, 2176.
- Bill (No. 125) for the relief of Walter James Liscombe.—Mr. Douglas, 2236.
- Bill (No. 126) for the relief of Ethel Cora Robinson.—Mr. German, 2236.
- Bill (No. 127) for the relief of George Fullerton Forsythe.—Mr. Schaffner, 2236.
- Bill (No. 128) to amend an Act to incorporate the Vancouver Harbour Commissioners, 2388.

BILLS—SECOND READING—*Con.*

- Bill (No. 130) respecting certain Patents of Thomas Leopold Willson.—Mr. Fripp, 2398.
- Bill (No. 131) respecting the Sterling Life Assurance Company of Canada.—Mr. Buchanan, 2398.
- Bill (No. 132) respecting the W. C. Edwards and Company, Limited.—Mr. Fripp, 2398.
- Bill (No. 133) for the relief of Johann Andreas Horn.—Mr. Schaffner, 2398.
- Bill (No. 134) to amend the Inspection and Sales Act.—Mr. Foster, 4167.
- Bill (No. 135) respecting a certain Patent of Rudolf Goldschmidt.—Mr. Fripp, 2398.
- Bill (No. 136) to amend the Dominion Lands Act.—Mr. Roche, 3249.
- Bill (No. 137) to amend the Dominion Forest Reserves and Parks Act.—Mr. Roche, 3558.
- Bill (No. 138) to amend the Irrigation Act.—Mr. Roche, 3485.
- Bill (No. 140) to incorporate the National Council of Women of Canada.—Sir E. Osler, 2435.
- Bill (No. 141) respecting The Rainy River Radial Railway Company.—Mr. Carrick, 2435.
- Bill (No. 142) respecting The Pacific Trans-Canada and Hudson Bay Railway Company.—Mr. Douglas, 2435.
- Bill (No. 143) respecting a patent of John Roger Arnoldi.—Mr. Macdonell, 2435.
- Bill (No. 144) for the relief of Henry Elmer Bicknell.—Mr. McCraney, 2435.
- Bill (No. 145) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively the 31st March, 1914, and the 31st March, 1915.—Mr. White, 2378.
- Bill (No. 146) to amend the Civil Service Act.—Mr. Pelletier, 3173.
- Bill (No. 147) to amend the Post Office Act.—Mr. Pelletier, 3173.
- Bill (No. 148) for the relief of George Gracie Smith.—Mr. McKay, 2496.
- Bill (No. 149) for the relief of Harry Cracroft Pugh.—Mr. Douglas, 2496.
- Bill (No. 150) to incorporate the Prudential Life of Canada.—Mr. Nickle, 2663.
- Bill (No. 151) for the relief of Charles Low Hutcheon.—Mr. Fripp, 2663.
- Bill (No. 152) for the relief of Eleanor Grasset Parkhurst.—Mr. W. H. Bennett, 2663.
- Bill (No. 153) for the relief of William Godfrey Thorp.—Mr. Carvell, 2663.

BILLS—SECOND READING—*Con.*

- Bill (No. 154) respecting the Grand Trunk Railway Company of Canada and The Canada Atlantic Railway Company.—Mr. Fripp, 2663.
- Bill (No. 155) for the relief of Bertha Hétu.—Mr. Oliver, 2923.
- Bill (No. 156) for the relief of Frederick Joseph Campbell.—Mr. Middlebro, 3207.
- Bill (No. 157) for the relief of Elizabeth Chausse.—Mr. Schaffner, 2956.
- Bill (No. 158) for the relief of Beatrice Mae Stinson Fotheringham.—Mr. McCraney, 2956.
- Bill (No. 159) for the relief of Eva Jane Bateman.—Mr. Douglas, 2956.
- Bill (No. 160) for the relief of Florence Relf.—Mr. Douglas, 2956.
- Bill (No. 161) respecting the Western Life Assurance Company.—Mr. Bradbury, 3178.
- Bill (No. 162) respecting Saskatoon and Hudson Bay Railway Company.—Mr. Carvell, 3178.
- Bill (No. 163) to incorporate the North American Accident Insurance Company.—Mr. Baker, 3178.
- Bill (No. 164) respecting the Berlin, Waterloo, Wellesley and Lake Huron Railway Company.—Mr. Weichel, 3178.
- Bill (No. 165) respecting the Western Dominion Railway Company and the Alberta Pacific Railway Company.—Mr. R. B. Bennett, 3178.
- Bill (No. 166) to incorporate the Farnham and Granby Railway Company of Canada.—Mr. Baker, 3178.
- Bill (No. 167) to incorporate the Cornwall and Hawkesbury Railway Company of Canada.—Mr. Alguire, 3178.
- Bill (No. 168) to amend Part VI of the Canada Shipping Act, was read the second time and House went into committee on the Bill.—Mr. Hazen, 3621.
- Bill (No. 169) to amend the Customs Tariff, 1907.—Mr. White, 4335.
- Bill (No. 170) to amend the Canada Grain Act.—Mr. Foster, 3573.
- Bill (No. 171) to amend the Customs Act.—Mr. Reid, 3510-11.
- Bill (No. 172) respecting the Toronto Terminals Railway Company.—Mr. Macdonell, 3508.
- Bill (No. 173) respecting British Nationality Naturalization and Aliens.—Mr. Doherty, 4142.
- Bill (No. 174) to amend the Juvenile Delinquents Act amendment, 1908.—Mr. Doherty, 3516.

BILLS—SECOND READING—*Con.*

- Bill (No. 175) to amend the Supreme Court Act.—Mr. Doherty, 3462.
- Bill (No. 176) to make further provision for bounties to volunteers who served the Crown during the Fenian raids.—Mr. Hughes, 4339.
- Bill (No. 178) to amend the Prisons and Reformatories Act.—Mr. Doherty, 3466.
- Bill (No. 180) to amend the Canada Temperance Act.—Mr. Doherty, 3588.
- Bill (No. 181) respecting the entrance of the Grand Trunk Pacific Railway Company and the Canadian Northern Railway Company into their joint terminals at the city of Winnipeg.—Mr. Reir, 3558.
- Bill (No. 182) to provide for the inspection and branding of pickled fish.—Mr. Hazen, 4437.
- Bill (No. 183) to provide for the payment of a yearly allowance to Mrs. Alice Joynson, widow of the late J. H. Joynson, a guard in the British Columbia penitentiary.—Mr. Doherty, 3531.
- Bill (No. 185) for the relief of the depositors of the Farmers Bank of Canada.—Mr. White, 4806.
- Bill (No. 186) respecting the Canadian Northern Ontario Railway Company, and to ratify and confirm its purchase of a portion of the property of the Carillon and Grenville Railway Company.—Mr. Guilbault, 3827.
- Bill (No. 187) respecting the North Shore Power, Railway and Navigation Company, and to change the name thereof to Gulf Pulp and Paper Company.—Mr. Fripp, 3828.
- Bill (No. 188) for the relief of Georgina Beatrice Boyd.—Mr. Fripp, 3828.
- Bill (No. 189) to regulate the manufacture, testing, storage and importation of explosives.—Mr. Coderre, 3862.
- Bill (No. 190) to amend the Judges' Act.—Mr. Doherty, 3886.
- Bill (No. 191) to provide for further advances to the Harbour Commissioners of Montreal.—Mr. Hazen, 3869.
- Bill (No. 192) to provide for further advances to the Quebec Harbour Commissioners.—Mr. Hazen, 3876.
- Bill (No. 193) to amend the Act respecting the National Battlefields at Quebec.—Mr. White, 3890.
- Bill (No. 195) to incorporate the Canadian General Council of the Boy Scouts Association.—Mr. Currie, 3893.
- Bill (No. 196) respecting the Canadian Pacific Railway Company, the Grand Trunk

BILLS—SECOND READING—*Con.*

- Railway Company of Canada, and the Toronto Harbour Commissioners.—Mr. Reid, 3880.
- Bill (No. 197) for the relief of Robert Markle Richardson.—Mr. Stewart, 3893.
- Bill (No. 198) for the relief of George Andrew Crooks.—Mr. Schaffner, 3893.
- Bill (No. 199) for the relief of Florence Merritt.—Mr. Boys, 3991.
- Bill (No. 200) to amend the Yukon Placer Mining Act.—Mr. Roche, 3965.
- Bill (No. 201) to amend the St. John and Quebec Railway Act, 3959.
- Bill (No. 202) respecting the Grand Council of the Catholic Mutual Benefit Association of Canada.—Mr. Macdonell, 4474.
- Bill (No. 203) for the relief of Gustave Oscar Lindquist.—Mr. Martin, 4131.
- Bill (No. 204) to amend the Railway Act.—Mr. Reid, 3957.
- Bill (No. 205) to amend the Dry-docks Subsidies Act, 1910.—Mr. Rogers, 4090.
- Bill (No. 206) to incorporate the General Council of the Canadian Branch of the St. John Ambulance Association.—Mr. Alfred Thompson, 4197.
- Bill (No. 207) for the relief of William Ewan Laurie.—Mr. Baker, 4197.
- Bill (No. 208) for the relief of Margaret Van Dusen.—Mr. Schaffner, 4197.
- Bill (No. 209) respecting certain patents of F. W. Burt Company, Limited.—Mr. Macdonell, 4474.
- Bill (210) for the relief of Frederick Dwight Chesley.—Mr. Baker, 4474.
- Bill (No. 211) respecting a certain patent of Frederick Sinclair Corrigan.—Mr. Macdonell, 4474.
- Bill (212) to incorporate the Title Insurance Company of Canada.—Mr. Baker, 4474.
- Bill (No. 213) to amend the Dominion Lands Act.—Mr. Doherty, 4821.
- Bill (No. 214) respecting the Canadian Northern Railway system.—Mr. Borden, 4452.
- Bill (No. 215) for the relief of Albert Ring.—Mr. Morphy, 4558.
- Bill (No. 216) for the relief of Bertha Lucinda Graham.—Mr. Blain, 4558.
- Bill (No. 218) to incorporate the International Railway Company.—Mr. Lewis, 4558.
- Bill (No. 219) for the relief of John Robinson.—Mr. Fripp, 4558.

BILLS—SECOND READING—*Con.*

- Bill (No. 220) for the relief of Helen Vineburg.—Mr. Porter, 4671.
- Bill (No. 221) to amend the Montreal Harbour Commissioners Act, 1894, 4830.
- Bill (No. 223) to amend Part X of the Canada Shipping Act.—Mr. Hazen, 4631.
- Bill (No. 224) to amend the National Transcontinental Railway Act.—Mr. Borden, 4838.
- Bill (No. 226) to guarantee the bonds of the Grand Trunk Pacific Railway Company.—Mr. Borden, 4909.
- Bill (No. 228) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively—the 31st March, 1914, and the 31st March, 1915.—Mr. Rogers, 5271.

BILLS—THIRD READING.

- Bill (No. 10) respecting Barcelona Traction, Light and Power Company, Limited.—Mr. Macdonell, 2155.
- Bill (No. 11) respecting the Burrard Inlet Tunnel and Bridge Company.—Mr. Stevens, 765.
- Bill (No. 12) respecting the Calgary and Edmonton Railway Company.—Mr. Douglas, 992.
- Bill (No. 13) to incorporate the Central Western Canada Railway Company.—Mr. W. H. Sharpe, 808.
- Bill (No. 14) respecting the Eastern Canada Savings and Loan Company, Limited and to change its name to the Eastern Canada Savings and Loan Company.—Mr. A. K. Maclean, 997.
- Bill (No. 15) respecting the Grand Trunk Railway Company of Canada.—Mr. Currie, 767.
- Bill (No. 16) respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company.—Mr. Bickerdike, 767.
- Bill (No. 17) respecting the Ottawa Northern and Western Railway Company.—Mr. Fripp, 764.
- Bill (No. 18) respecting the Tilsonburg, Lake Erie and Pacific Railway Company.—Mr. Currie, 770.
- Bill (No. 19) respecting the West Ontario Pacific Railway Company.—Mr. Nesbitt, 769.
- Bill (No. 20) respecting the Canadian Pacific Railway Company.—Mr. W. H. Sharpe, 770.
- Bill (No. 21) to amend the law relating to Merchant Shipping, with a view to enabling certain conventions to be carried into effect.—Mr. Hazen, 1819-20.

BILLS—THIRD READING—*Con.*

- Bill (No. 22) respecting Brazilian Traction, Light and Power Company, Limited.—Mr. A. K. Maclean, 2155.
- Bill (No. 23) respecting British America Nickel Corporation, Limited.—Mr. Northrup, 2155.
- Bill (No. 24) respecting the Canadian Railway Accident Insurance Company, and to change its name to the Globe Indemnity Company of Canada.—Mr. Baker, 997.
- Bill (No. 25) respecting Manitoba and North Western Railway Company of Canada.—Mr. Douglas, 1891.
- Bill (No. 26) to incorporate the Pacific, Peace River and Athabaska Railway Company.—Mr. Bennett (Calgary), 992.
- Bill (No. 27) respecting the South Ontario Pacific Railway Company.—Mr. William Smith, 2176.
- Bill (No. 30) respecting the Grand Trunk Pacific Railway Company.—Mr. Cochrane, 749.
- Bill (No. 31) respecting the National Transcontinental Railway.—Mr. Cochrane, 749.
- Bill (No. 33) respecting the Acadia Loan Corporation, and to change its name to the Mortgage Corporation of Nova Scotia.—Mr. A. K. Maclean, 1416.
- Bill (No. 34) respecting Dominion Atlantic Railway Company.—Mr. Jameson, 996.
- Bill (No. 35) to incorporate the Bank of Edmonton.—Mr. Douglas, 1417.
- Bill (No. 36) respecting the Joliette and Lake Manuan Colonization Railway Company.—Mr. Guilbault, 994.
- Bill (No. 37) respecting the Ottawa and Ungava Railway Company.—Mr. Chabot, 1015.
- Bill (No. 38) respecting the Sterling Trusts Corporation.—Mr. G. V. White, 1417.
- Bill (No. 39) respecting the Thessalon and Northern Railway Company.—Mr. Smyth, 1015.
- Bill (No. 41) respect the Canadian Northern Railway Company.—Mr. W. H. Sharpe, 4670.
- Bill (No. 42) respecting the Esquimalt and Nanaimo Railway Company.—Mr. Shepherd, 995.
- Bill (No. 43) respecting Queen's University at Kingston.—Mr. Nickle, 770.
- Bill (No. 44) respecting the Vancouver Life Insurance Company of Vancouver, B.C., and to change its name to the Vancouver Life Insurance Company.—Mr. Stevens, 997.
- Bill (No. 46) respecting the Erie, London and Tillsonburg Railway Company.—Mr. Morphy, 995.

BILLS—THIRD READING—*Con.*

- Bill (No. 47) respecting the Lake Erie and Northern Railway Company.—Mr. Fisher, 1188.
- Bill (No. 48) to incorporate the Peace River Tramway and Navigation Company.—Mr. R. B. Bennett, 1216.
- Bill (No. 49) respecting the Saskatchewan Central Railway Company.—Mr. McCraney, 997.
- Bill (No. 51) respecting the Bronson Company.—Mr. Fripp, 1689.
- Bill (No. 52) respecting the Central Railway Company of Canada.—Mr. W. H. Bennett, 996.
- Bill (No. 53) respecting the Empire Life Insurance Company of Canada.—Mr. Macdonell, 1417.
- Bill (No. 55) respecting the Quinze and Blanche River Railway Company.—Mr. Fripp, 1015.
- Bill (No. 56) respecting Alberta Central Railway Company.—Mr. Clark, 1892.
- Bill (No. 57) respecting the British Trust Company.—Mr. Baker, 1417.
- Bill (No. 58) to incorporate the Sudbury Kepawa and Bell River Railway Company.—Mr. G. V. White, 1417.
- Bill (No. 59) respecting the Toronto, Niagara and Western Railway Company.—Mr. Currie, 3508.
- Bill (No. 60) to incorporate the United Empire Loyalists Association of Canada.—Mr. Macdonell, 1216.
- Bill (No. 62) to readjust the representation in the House of Commons.—Mr. Borden, 5364.
- Bill (No. 63) respecting the Canadian Northern Ontario Railway Company.—Mr. Currie, 4670.
- Bill (No. 64) respecting the London and Port Stanley Railway Company.—Mr. Beattie, 1416.
- Bill (No. 65) respecting the McClary Manufacturing Company.—Mr. Beattie, 1417.
- Bill (No. 66) respecting the patent of the National Wood Distilling Company.—Mr. Clements, 1668.
- Bill (No. 67) to incorporate the Norfolk and Elgin Railway Company.—Mr. Marshall, 1667.
- Bill (No. 70) respecting Trust Companies.—Mr. White, 2963.
- Bill (No. 71) to consolidate and amend the Act respecting fisheries and fishing.—Mr. Hazen, 2384.

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BILLS—THIRD READINGS—*Con.*

- Bill (No. 72) respecting the Calgary and Fernie Railway Company.—Mr. R. B. Bennett, 1667.
- Bill (No. 73) respecting Canadian Northern Railway Company.—Mr. Currie, 1760.
- Bill (No. 74) respecting Central Ontario Railway.—Mr. G. V. White, 1892.
- Bill (No. 75) respecting the Continental Fire Insurance Company of Canada.—Mr. W. H. Sharpe, 1689.
- Bill (No. 76) to incorporate Les Soeurs de la Charité de l'hôpital Saint Antoine de Le Pas.—Mr. Lavalle, 1669.
- Bill (No. 78) respecting the patent of Auto Wheels, Limited.—Mr. Fisher, 1670.
- Bill (No. 79) to incorporate the Bruce Peninsula Railway Company.—Mr. Middlebro, 2176.
- Bill (No. 80) respecting the Canadian Northern Railway Company.—Mr. W. H. Sharpe, 4471.
- Bill (No. 81) to incorporate the Canadian Press Association.—Mr. H. Clark, 1893.
- Bill (No. 82) respecting Kettle Valley Railway Company.—Mr. Green, 1892.
- Bill (No. 83) respecting Trust Companies.—Mr. White, 2963.
- Bill (No. 84) to amend the Export Act.—Mr. J. D. Reid, 3717.
- Bill (No. 86) to incorporate Canadian Alberta Railway Company and changing its name to Algonquin Railway Company.—Mr. Warlock, 1893.
- Bill (No. 87) to incorporate the Erie and Ontario Railway Company.—Mr. Lalor, 276.
- Bill (No. 88) respecting London and Lake Erie Railway and Transportation Company.—Mr. Marshal, 1891.
- Bill (No. 89) respecting the University of Saskatchewan, and to change its name to The University of Emmanuel College.—Mr. McKay, 2435.
- Bill (No. 90) to amend an Act relating to the establishment and expenses of Intercolonial Joint Commission under Waterways Treaty of January 11, 1909.—Mr. Borden, 1483.
- Bill (No. 91) respecting the Northern Territorial Railway Company.—Mr. McKay, 2176.
- Bill (No. 92) respecting the Premier Life Insurance Company.—Mr. Bennett (Calgary), 2155.
- Bill (No. 93) respecting Prince Edward and Hastings Railway Company.—Mr. Hepburn, 2950.

BILLS—THIRD READING—*Con.*

- Bill (No. 94) respecting Interurban Company, Limited, and changing its name to Rio de Janeiro and San Paulo Telephone Company.—Mr. Northrup, 1893.
- Bill (No. 95) respecting High River, Saskatchewan and Hudson Bay Railway Company.—Mr. R. B. Bennett, 1893.
- Bill (No. 96) to amend Weights and Measures Act.—Mr. Nantel.
- Bill (No. 97) to incorporate All Red Line Railway Company, title changed to Labrador, Quebec and Southern Railway Company.—Mr. Fripp, 3021.
- Bill (No. 98) to amend Volunteer Bounty Act and amending Acts.—Mr. Roche, 1611.
- Bill (No. 99) to amend the Adulteration Act.—Mr. Nantel, 3362.
- Bill (No. 103) to prohibit the manufacture and importation of matches made with white phosphorus.—Mr. Crothers, 1758.
- Bill (No. 104) respecting Harbour of North Sydney in Nova Scotia.—Mr. Hazen, 1820.
- Bill (No. 107) respecting the Fredericton and Grand Lake Coal and Railway Company.—Mr. Fowler, 3207.
- Bill (No. 109) to amend the Inspection and Sales Act.—Mr. Foster, 2913.
- Bill (No. 111) to amend Civil Service Insurance Act.—Mr. White, 1875.
- Bill (No. 112) to amend the Manufacture and Sale of Dairy Products, and to prohibit the Manufacture or Sale of Butter Substitutes.—Mr. Burrell, 3162.
- Bill (No. 113) to regulate Cold Storage Warehouses.—Mr. Burrell, 4173.
- Bill (No. 114) to amend the Indian Act.—Mr. Roche, 3554.
- Bill (No. 115) for the relief of Gertrude Carmen Birks.—Mr. Baker, 2398.
- Bill (No. 116) for the relief of Rose Ethel Freedman.—Mr. Fripp, 2398.
- Bill (No. 117) respecting the Montreal and Lake Victoria Railway Company.—Mr. Achim, 2923.
- Bill (No. 118) for the relief of Ella Rose Morris.—Mr. Douglas, 2398.
- Bill (No. 118) for the relief of Georgina Beatrice Boyd.—Mr. Fripp, 4131.
- Bill (No. 119) for the relief of Alicia Hill.—Mr. Douglas, 2398.
- Bill (No. 120) to correct a clerical error in Act 1-2 George V, chapter 118, respecting the National Weekly Indemnity Company, and to change its name to the Merchants and Employers Guarantee and Accident Company.—Mr. Doherty, 3573.

BILLS—THIRD READING—*Con.*

- Bill (No. 121) for the relief of Eliza Jane McLaughlin.—Mr. McCraney, 2398.
- Bill (No. 122) to amend the Government Railways Small Claims Act.—Mr. Reid, 3058.
- Bill (No. 123) to incorporate the Atlin Railway Company.—Mr. Michael Clark, 2663.
- Bill (No. 124) for the relief of Lenore Power.—Mr. Porter, 2398.
- Bill (No. 125) for the relief of Walter James Liscombe.—Mr. Douglas, 2398.
- Bill (No. 126) for relief of Ethel Cora Robinson.—Mr. German, 2923.
- Bill (No. 127) for the relief of George Fullerton Forsythe.—Mr. Schaffner, 2398.
- Bill (No. 128) to amend an Act to incorporate the Vancouver Harbour Commissioners.—Mr. Hazen, 2392.
- Bill (No. 130) respecting certain Patents of Leopold Wilson.—Mr. Fripp, 2918.
- Bill (No. 131) respecting the Sterling Life Assurance Company of Canada.—Mr. Buchana, 2923.
- Bill (No. 132) respecting W. C. Edwards and Company, Limited.—Mr. Fripp, 3827.
- Bill (No. 133) for relief of Johann Andreas Horn.—Mr. Schaffner, 2923.
- Bill (No. 134) to amend the Inspection and Sales Act.—Mr. Foster, 4173.
- Bill (No. 135) respecting a certain patent of Rudolf Goldschmidt.—Mr. Fripp, 3205.
- Bill (No. 136) to amend the Dominion Lands Act.—Mr. Roche, 3512.
- Bill (No. 137) to amend the Dominion Forest Reserves and Parks Act.—Mr. Roche, 3558.
- Bill (No. 138) to amend the Irrigation Act.—Mr. Roche, 3717.
- Bill (No. 140) to incorporate the National Council of Women of Canada.—Sir E. Osler, 2948.
- Bill (No. 141) respecting Rainy River Radial Railway Company.—Mr. Carrick, 2950.
- Bill (No. 142) respecting the Pacific, Trans-Canada and Hudson Bay Railway Company.—Mr. Douglas, 3021.
- Bill (No. 143) respecting a patent of John Arnoldi.—Mr. Macdonell, 2948.
- Bill (No. 144) for relief of Henry Elmer Bicknell.—Mr. McCraney, 2923.
- Bill (No. 145) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively the 31st March, 1914, and the 31st March, 1915.—Mr. White, 2378.

BILLS—THIRD READING—*Con.*

- Bill (No. 146) to amend the Civil Service Act.—Mr. Pelletier, 3220.
- Bill (No. 147) to amend the Post Office Act.—Mr. Pelletier, 3222.
- Bill (No. 148) for relief of George Gracie Smith.—Mr. McKay, 2923.
- Bill (No. 149) for relief of Harry Cracoft Pugh.—Mr. Douglas, 2923.
- Bill (No. 150) to incorporate the Prudential Life of Canada.—Mr. Nickle, 3506.
- Bill (No. 151) for relief of Charles Low Hutcheon.—Mr. Fripp, 2923.
- Bill (No. 152) for relief of Jessie Eleanor Grasset Parkhurst.—Mr. W. H. Bennett, 2923.
- Bill (No. 153) for relief of William Godfrey Thorp.—Mr. Carvell, 2923.
- Bill (No. 154) respecting Grand Trunk Railway Company of Canada and the Canada Atlantic Railway Company.—Mr. Fripp, 2922.
- Bill (No. 155) for the relief of Bertha Hétu.—Mr. Oliver, 3480.
- Bill (No. 156) for the relief of Frederick Joseph Campbell.—Mr. Middleton, 4131.
- Bill (No. 157) for the relief of Elizabeth Chaussé.—Mr. Schaffner, 3480.
- Bill (No. 158) for the relief of Beatrice Mae Stinson Fotheringham.—Mr. McCraney, 3480.
- Bill (No. 159) for the relief of Eva Jane Bateman.—Mr. Douglas, 3480.
- Bill (No. 160) for the relief of Florence Relf.—Mr. Douglas, 3480.
- Bill (No. 161) respecting the Western Life Assurance Company.—Mr. Bradbury, 3508.
- Bill (No. 162) respecting Saskatoon and Hudson Bay Railway Company.—Mr. Carvell, 3827.
- Bill (No. 163) to incorporate the North American Accident Insurance Company.—Mr. Baker, 3508.
- Bill (No. 164) respecting the Berlin Waterloo, Wellesley and Lake Huron Railway Company, and to change its name to The Grand River Railway Company.—Mr. Weichel, 3480.
- Bill (No. 165) respecting the Western Dominion Railway Company and the Alberta Pacific Railway Company, 3474.
- Bill (No. 166) to incorporate the Farnham and Granby Railway Company of Canada.—Mr. Baker, 3505.
- Bill (No. 167) to incorporate the Cornwall and Hawkesbury Railway Company of Canada.—Mr. Alguire, 3508.

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BILLS—THIRD READING—*Con.*

- Bill (No. 168) to amend Part VI of the Canada Shipping Act, was read the second time and House went into Committee on the Bill.—Mr. Hazen, 3631.
- Bill (No. 169) to amend the Customs Tariff, 1907, 4433.
- Bill (No. 170) to amend the Canada Grain Act.—Mr. Foster, 3861.
- Bill (No. 171) to amend the Customs Act.—Mr. Reid, 3510-11.
- Bill (No. 172) respecting the Toronto Terminals Railway Company.—Mr. Macdonell, 3827.
- Bill (No. 173) respecting British Nationality naturalization and aliens.—Mr. Doherty, 4830.
- Bill (No. 174) to amend the Juvenile Delinquents Act amendment, 1908.—Mr. Doherty, 3517.
- Bill (No. 175) to amend the Supreme Court Act.—Mr. Doherty, 3462.
- Bill (No. 176) to make further provision for bounties to volunteers who served the Crown during the Fenian raid.—Mr. Hughes, 4367.
- Bill (No. 177) to amend the Companies Act.—Mr. Coderre, 3861.
- Bill (No. 178) to amend the Prisons and Reformatories Act.—Mr. Doherty, 3466.
- Bill (No. 179) to amend the Criminal Code.—Mr. Doherty, 3481.
- Bill (No. 180) to amend the Canada Temperance Act.—Mr. Doherty, 3717.
- Bill (No. 181) respecting the entrance of the Grand Trunk Pacific Railway Company and the Canadian Northern Railway Company into their joint terminals at the city of Winnipeg.—Mr. Reid, 3621.
- Bill (No. 182) to provide for the inspection and branding of pickled fish.—Mr. Hazen, 4437.
- Bill (No. 183) to provide for the payment of a yearly allowance to Mrs. Alice Joynson, widow of the late J. H. Joynson, a guard in the British Columbia penitentiary.—Mr. Doherty, 3532.
- Bill (No. 185) for the relief of the depositors of the Farmers Bank of Canada.—Mr. White, 4929.
- Bill (No. 186) respecting the Canadian Northern Ontario Railway Company, and to ratify and confirm its purchase of a portion of the property of the Carillon and Grenville Railway Company.—Mr. Guilbault, 4470.
- Bill (No. 187) respecting the North Shore Power, Railway and Navigation Company, and to change its name to Gulf Pulp and Paper Company.—Mr. Fripp, 4473.

BILLS—THIRD READING—*Con.*

- Bill (No. 189) to regulate the manufacture, testing, storage and importation of explosives.—Mr. Coderre, 3895.
- Bill (No. 190) to amend the Judges Act, as amended.—Mr. Doherty, 3957.
- Bill (No. 191) to provide for further advances to the Harbour Commissioners of Montreal.—Mr. Hazen, 3876.
- Bill (No. 192) to provide for further advances to the Harbour Commissioners of Quebec.—Mr. Hazen, 3895.
- Bill (No. 193) to amend the Act respecting the national battlefields of Quebec.—Mr. White, 4119.
- Bill (No. 195) to incorporate the Canadian General Council of the Boy Scouts Association.—Mr. Currie, 4133.
- Bill (No. 196) respecting the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and the Toronto Harbour Commissioners.—Mr. Reid, 3880.
- Bill (No. 197) for the relief of Robert Markle Richardson.—Mr. T. J. Stewart, 4473.
- Bill (No. 198) for the relief of George Andrew Crooks.—Mr. Schaffner, 4131.
- Bill (No. 199) for the relief of Florence Merritt.—Mr. Boys, 4478.
- Bill (No. 200) to amend the Yukon Placer Mining Act.—Mr. Roche, 3965.
- Bill (No. 201) to amend the St. John and Quebec Railway Act.—Mr. Reid, 4090.
- Bill (No. 202) respecting the Grand Council of the Catholic Mutual Benefit Association of Canada.—Mr. Macdonell, 4670.
- Bill (No. 203) for the relief of Gustav Oscar Lindquist.—Mr. W. M. Martin, 4473.
- Bill (204) to amend the Railway Act.—Mr. Reid, 4023.
- Bill (No. 205) to amend the Dry-Dock Subsidies Act.—Mr. Rogers, 4112.
- Bill (No. 206) to incorporate the General Council of the Canadian Branch of the St. John Ambulance Association.—Mr. A. Thompson, 4558.
- Bill (No. 207) for the relief of William Ewan Laurie.—Mr. Barker, 4558.
- Bill (No. 208) for the relief of Margaret Van Dusen.—Mr. Schaffner, 4473.
- Bill (No. 209) respecting certain patents of the F. N. Burt Company, Limited.—Mr. Macdonell, 4670.
- Bill (No. 210) for the relief of Frederick Dwight Chesley.—Mr. Baker, 4670.

BILLS—THIRD READING—*Con.*

- Bill (No. 211) respecting a patent of Frederick Sinclair Corrigan.—Mr. Macdonell, 4670.
- Bill (No. 212) to incorporate the Title Insurance Company of Canada.—Mr. Baker, 4670.
- Bill (No. 213) to amend the Dominion Lands Act.—Mr. Doherty, 4891.
- Bill (No. 214) respecting the Canadian Northern Railway system.—Mr. Borden, 4675.
- Bill (No. 215) for the relief of Alberta Ring.—Mr. Morphy, 4920.
- Bill (No. 216) for the relief of Bertha Lucinda Graham.—Mr. Blain, 4920.
- Bill (No. 219) for the relief of John Robinson.—Mr. Fripp, 4920.
- Bill (No. 221) to amend the Montreal Harbour Commissioners Act, 1894.—Mr. Hazen, 4830-1.
- Bill (No. 223) to amend Part X of the Canada Shipping Act.—Mr. Hazen, 4631.
- Bill (No. 224) to amend the National Transcontinental Railway Act.—Mr. Borden, 4844.
- Bill (No. 226) to authorize a guarantee of bonds of the Grand Trunk Pacific Railway Company.—Mr. Borden, 5034.

THIRD READING.

- Bill (No. 228) for granting to His Majesty certain sums of money for the public service for the financial years ending respectively the 31st March, 1914, and the 31st March, 1915.—Mr. Rogers, 5271.

BILLS—ROYAL ASSENT.

- An Act respecting the National Transcontinental Railway, 2383.
- An Act respecting the Grand Trunk Pacific Railway Company, 2383.
- An Act respecting the West Ontario Pacific Railway Company, 2383.
- An Act respecting the Tillsonburg, Lake Erie and Pacific Railway Company, 2383.
- An Act respecting the Ottawa, Northern and Western Railway Company, 2383.
- An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company, 2383.
- An Act respecting the Grand Trunk Railway Company of Canada, 2383.
- An Act to incorporate the Central Western Canada Railway Company, 2383.
- An Act respecting the Canadian Pacific Railway Company, 2383.

BILLS—ROYAL ASSENT—*Con.*

- An Act to incorporate Pacific, Peace River and Athabaska Railway Company, 2383.
- An Act respecting the Dominion Atlantic Railway Company, 2383.
- An Act respecting the Joliette and Lake Manuan Colonization Railway Company, 2383.
- An Act respecting the Ottawa and Ungava Railway Company, 2383.
- An Act respecting the Thessalon and Northern Railway Company, 2383.
- An Act respecting the Esquimalt and Nanaimo Railway Company, 2383.
- An Act respecting the Central Railway Company of Canada, 2383.
- An Act respecting the Quinze and Blanche River Railway Company, 2383.
- An Act respecting the Lake Erie and Northern Railway Company, 2383.
- An Act respecting the Canadian Railway Accident Insurance Company, and to change its name to 'The Globe Indemnity Company of Canada,' 2383.
- An Act respecting the Vancouver Life Insurance Company of Vancouver, B.C., and to change its name to 'The Vancouver Life Insurance Company,' 2383.
- An Act respecting the Burrard Inlet Tunnel and Bridge Company, 2383.
- An Act respecting the Acadia Loan Corporation (and to change its name to 'The Mortgage Corporation of Nova Scotia, 2383 .
- An Act to incorporate the Bank of Alberta, 2383.
- An Act respecting the Sterling Trusts Corporation, 2383 .
- An Act to amend the Act relating to the establishment and expenses of the International Joint Commission under the Waterways Treaty of January 11, 1909, 2383.
- An Act respecting Queen's University at Kingston, 2383.
- An Act respecting the McClary Manufacturing Company, 2383.
- An Act respecting British Trust Company, 2383.
- An Act to incorporate the Norfolk and Elgin Railway Company, 2383.
- An Act respecting the Calgary and Fernie Railway Company, 2383.
- An Act respecting the Canadian Northern Railway Company, 2383.
- An Act to amend the Weights and Measures Act, 2383.

BILLS—ROYAL ASSENT—*Con.*

- An Act for granting to His Majesty certain sums of money for the public service of the financial year ending respectively the 31st March, 1914, and the 31st March, 1915, 2383.
- An Act respecting the Patent of the National Wood Distilling Company, 4322.
- An Act respecting the Bronson Company, 4322.
- An Act to amend the Volunteer Bounty Act, 1908, and amending Acts, 4322.
- An Act respecting the Harbour of North Sydney in Nova Scotia, 4322.
- An Act to amend the Civil Service Insurance Act, 4322.
- An Act to incorporate the Peace River Tramway and Navigation Company, 4322.
- An Act respecting the Continental Fire Insurance Company of Canada, 4322.
- An Act respecting the Manitoba and North-Western Railway Company of Canada, 4322.
- An Act respecting the Alberta Central Railway Company, 4322.
- An Act respecting the Central Ontario Railway Company, 4322.
- An Act to incorporate the Algonquin Railway Company, 4322.
- An Act respecting the London and Lake Erie Railway and Transportation Company, 4322.
- An Act respecting the High River Saskatchewan and Hudson Bay Railway Company, 4322.
- An Act respecting the Kettle Valley Railway Company, 4322.
- An Act for the relief of Gertrude Carmen Birks, 4322.
- An Act for the relief of Rose Ethel Freedman, 4322.
- An Act for the relief of Ella Rose Morris, 4322.
- An Act for the relief of Alicia Hill, 4322.
- An Act for the relief of Eliza Jane McLaughlin, 4322.
- An Act for the relief of Lenore Power, 4322.
- An Act for the relief of Walter James Liscombe, 4322.
- An Act for the relief of George Fullerton Forsythe, 4322.
- An Act respecting the Calgary and Edmonton Railway Company, 4322.
- An Act to incorporate the United Empire Loyalists' Association of Canada, 4322.
- An Act to incorporate Les Soeurs de la Charité de l'Hôpital Saint-Antoine de le Pas, 4322.

BILLS—ROYAL ASSENT—*Con.*

- An Act to incorporate the Atlin Railway Company, 4322.
- An Act respecting the Erie, London and Tillsonburg Railway Company, 4322.
- An Act respecting the London and Port Stanley Railway Company, 4322.
- An Act respecting Interurban Company, Limited, and to change its name to 'Rio de Janiero and Sao Paulo Telephone Company,' 4322.
- An Act to incorporate the Sudbury, Kewawa and Bell River Railway Company, 4322.
- An Act to incorporate the South Ontario Pacific Railway Company, 4322.
- An Act respecting the Northern Territorial Railway Company, 4322.
- An Act respecting the Patent of Auto Wheels, Limited, 4322.
- An Act to incorporate the Canadian Press Association, 4322.
- An Act for the relief of Ethel Cora Robinson, 4322.
- An Act respecting certain patents of Thomas Leopold Willson, 4322.
- An Act for the relief of Johann Andreas Horn, 4322.
- An Act for the relief of Henry Elmer Bicknell, 4322.
- An Act for the relief of George Gracie Smith, 4322.
- An Act for the relief of Harry Cracroft Pugh, 4322.
- An Act for the relief of Charles Low Hutcheon, 4322.
- An Act for the relief of Jessie Eleanor Grasset Parkhurst, 4322.
- An Act for the relief of William Godfrey Thorp, 4322.
- An Act respecting the Sterling Life Assurance Company of Canada, 4322.
- An Act respecting the Montreal and Lake Victoria Railway Company, 4322.
- An Act to incorporate the National Council of Women of Canada, 4322.
- An Act respecting a patent of John Roger Arnoldi, 4322.
- An Act respecting Barcelona Traction, Light and power Company, Limited, 4322.
- An Act respecting Brazilian Traction, Light and Power Company, Limited, 4322.
- An Act respecting the Empire Life Insurance Company, 4322.
- An Act respecting the Rainy River Radial Railway Company, 4322.

BILLS—ROYAL ASSENT—*Con.*

- An Act respecting the Grand Trunk Railway Company of Canada and the Canada Atlantic Railway Company, 4322.
- An Act respecting the Pacific, Trans-Canada and Hudson Bay Railway Company, 4322.
- An Act to amend an Act to incorporate the Vancouver Harbour Commissioners, 4322.
- An Act to incorporate the Erie and Ontario Railway Company, 4322.
- An Act respecting the University of Saskatchewan, and to change its name to 'University of Emmanuel College,' 4322.
- An Act respecting a certain patent of Rudolf Goldschmidt, 4322.
- An Act respecting British America Nickel Corporation, Limited, 4322.
- An Act respecting the Premier Life Insurance Company, 4322.
- An Act to incorporate the Bruce Peninsula Railway Company, 4322.
- An Act respecting the Prince Edward and Hastings Railway Company, 4322.
- An Act to amend the Government Railway Small Claims Act, 4322.
- An Act to amend the Inspection and Sale Act, 4322.
- An Act for the relief of Bertha Hétu, 4322.
- An Act for the relief of Elizabeth Chaussé, 4322.
- An Act for the relief of Beatrice Mae Stinson Fotheringham, 4322.
- An Act for the relief of Eva Jane Bateman, 4322.
- An Act for the relief of Florence Relf, 4322.
- An Act to incorporate the Cornwall and Hawkesbury Railway Company of Canada, 4322.
- An Act to incorporate the North American Accident Insurance Company, 4322.
- An Act to incorporate the Prudential Life of Canada, 4322.
- An Act to amend the law relating to Merchant Shipping with a view to enable certain conventions to be carried into effect, 4322.
- An Act to consolidate and amend the Acts respecting Fisheries and Fishing, 4322.
- An Act to prohibit the manufacture, importation and sale of matches made with White Phosphorus, 4322.
- An Act respecting the Western Life Assurance Company, 4322.
- An Act respecting the Western Dominion Railway Company and the Alberta Pacific Railway Company, 4322.

BILLS—ROYAL ASSENT—*Con.*

- An Act to incorporate the Farnham and Granby Railway Company of Canada, 4322.
- An Act respecting the Berlin, Waterloo, Wellesley and Lake Huron Railway Company, and to change its name to 'the Grand River Railway Company,' 4323.
- An Act to Regulate the Manufacture and Sale of Dairy Products and to Prohibit the Manufacture or Sale of Butter Substitutes, 4323.
- An Act respecting the Fredericton and Grand Lake Coal and Railway Company and the Canadian Pacific Railway Company, 4323.
- An Act respecting Saskatoon and Hudson Bay Railway Company, 4322.
- An Act respecting the Toronto Terminals Railway Company, 4323.
- An Act respecting the Saskatchewan Central Railway Company, 4323.
- An Act respecting W. C. Edwards and Co., Limited, 4323.
- An Act to provide for the payment of a yearly allowance to Mrs. Alice Joynson, widow of the late J. H. Joynson, a guard in the British Columbia Penitentiary, 4323.
- An Act to amend the Supreme Court Act, 4323.
- An Act to amend the Prisons and Reformatories Act, 4323.
- An Act to amend the Customs Act, 5378.
- An Act to amend the Juvenile Delinquents Act, 1908, 5378.
- An Act to correct a clerical error in the Act 1-2 George V., chapter 118, an Act respecting the National Weekly Indemnity Company, and to change its name to 'the Merchants and Employers Guarantee and Accident Company,' 5378.
- An Act to amend the Civil Service Act, 5378.
- An Act for the relief of Frederick Joseph Campbell, 5378.
- An Act to incorporate the Canadian General Council of the Boy Scouts Association, 5378.
- An Act for the relief of Georgina Beatrice Boyd, 5378.
- An Act for the relief of George Andrew Crooks, 5378.
- An Act to provide for further advances to the Harbour Commissioners of Montreal, 5378.
- An Act to provide for further advances to the Quebec Harbour Commissioners, 5378.
- An Act to amend the Inspection and Sale Act, 5378.
- An Act to amend the Export Act, 5378.

BILLS—ROYAL ASSENT—*Con.*

- An Act to amend the Irrigation Act, 5378.
- An Act to amend the Canada Grain Act, 5378.
- An Act to amend the Canada Temperance Act, 5378.
- An Act respecting the entrance of the Grand Trunk Pacific Railway Company and the Canadian Northern Railway Company into their joint terminals at the City of Winnipeg, 5378.
- An Act to amend the Adulteration Act, 5378.
- An Act respecting the Toronto, Niagara and Western Railway Company, 5378.
- An Act to amend the Judges Act, 5378.
- An Act to amend the Railway Act, 5378.
- An Act to amend the Dry Dock Subsidies Act, 5378.
- An Act respecting the Eastern Canada Savings and Loan Company, Limited, and to change its name to 'the Eastern Canada Savings and Loan Company,' 5378.
- An Act to amend the Criminal Code, 5378.
- An Act respecting the Canadian Northern Ontario Railway Company, and to ratify and confirm its purchase of a portion of the property of the Carillon and Grenville Railway Company, 5378.
- An Act for the relief of Robert Markle Richardson, 5378.
- An Act for the relief of Florence Merritt, 5378.
- An Act for the relief of Gustav Oscar Lindquist, 5378.
- An Act for the relief of Margaret Van Dusen, 5378.
- An Act to incorporate the General Council of the Canadian Branch of the St. John Ambulance Association, 5378.
- An Act for the relief of William Ewan Laurie, 5378.
- An Act to amend the Act respecting the National Battlefields at Quebec, 5378.
- An Act to amend the Yukon Placer Mining Act, 5378.
- An Act to amend the Saint John and Quebec Railway Act, 5378.
- An Act respecting the North Shore Power, Railway and Navigation Company, and to change the name thereof to 'Gulf Pulp and Paper Company,' 5378-9.
- An Act to amend the Dominion Lands Act, 5379.
- An Act to amend the Dominion Forest Reserves and Parks Act, 5379.

BILLS—ROYAL ASSENT—*Con.*

- An Act respecting the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and the Toronto Harbour Commissioners, 5379.
- An Act to regulate Cold Storage Warehouses, 5379.
- An Act to incorporate the Title Insurance Company of Canada, 5379.
- An Act respecting certain patents of the F. N. Burt Company, Limited, 5379.
- An Act respecting a patent of Frederick Sinclair Corrigan, 5379.
- An Act for the relief of Frederick Dwight Chesley, 5379.
- An Act respecting the Grand Council of the Catholic Mutual Benefit Association of Canada, 5379.
- An Act respecting Loan Companies, 5379.
- An Act to regulate the manufacture, testing, storage and importation of Explosives, 5379.
- An Act to make further provision for bounties to Volunteers who served the Crown during the Fenian Raids, 5379.
- An Act to amend the Customs Tariff, 1907, 5379.
- An Act to amend Part VI of the Canada Shipping Act, 5379.
- An Act respecting the Canadian Northern Railway Company, 5379.
- An Act respecting the Canadian Northern Ontario Railway Company, 5379.
- An Act to amend the Indian Act, 5379.
- An Act to provide for the Inspection and Branding of Pickled Fish, 5379.
- An Act respecting Trust Companies, 5379.
- An Act for the relief of Alberta Ring, 5379.
- A Act for the relief of John Robinson, 5379.
- An Act for the relief of Bertha Lucinda Graham, 5379.
- An Act to amend Part X of the Canada Shipping Act, 5379.
- An Act to amend the Companies Act, 5379.
- An Act respecting the Canadian Northern Railway Company, 5379.
- An Act respecting the Canadian Northern Railway System, 5379.
- An Act to amend the Dominion Lands Act, 5379.
- An Act to amend the National Transcontinental Railway Act, 5379.
- An Act to authorize a guarantee of bonds of the Grand Trunk Pacific Railway Company, 5379.

BILLS—ROYAL ASSENT—*Con.*

- An Act to amend the Montreal Harbour Commissioners' Act, 1894, 5379.
- An Act respecting British Nationality, Naturalization and Aliens, 5379.
- An Act for granting to His Majesty certain sums of money for the public service of the financial years ending respectively the 31st March, 1914, and the 31st March, 1915, 5379.
- An Act to readjust the representation in the House of Commons, 5379.

BINDER TWINE FOR EXPORT

Motion:

Resolved, that it is expedient to amend the Inspection and Sale Act, by providing that binder twine manufactured for export only, and not to be used in Canada, need not be labelled with the name of the dealer and number of feet of twine per pound in the ball marked or stamped thereon, and that the minister may make regulations to prevent the sale or use in Canada of unlabelled binder twine manufactured for export only, and that any person violating such regulation shall be liable to a penalty—Mr. Foster, 1608.

Burnham J. H. (Peterborough West) 1609.

The binder twine factory in Peterborough could not sell its twine in foreign countries if marked, 1609.

Foster Hon. G. E. (Minister of Trade and Commerce), 1608.

The object of the Bill, which it is intended to introduce, is to make it possible that binder twine manufactured in this country for export only, not for use in the country, need not have that label; and that the minister may have power to make such regulations as are necessary to prevent any twine manufactured for export being sold within the bounds of Canada. I think we go as far as necessary if we protect our own buyers and consumers, and allow those of other countries to protect themselves, 1608. I proceed on the exact lines that my hon. friend has laid down. The primary object of the legislation was to protect the Canadian farmer against short lengths, 1609.

Graham, Hon. G. P. (Renfrew South), 1608.

I am glad to hear that the export of binder twine is so great that we have to do something to meet the expanding market, 1608. If you wish to sell goods in South America, you have to manufacture and put them up the way the people in South America want them. The trade cannot be got in that way; you have to meet the ideas of your customers, 1610.

Oliver, Hon. Frank. (Edmonton), 1609.

I am a little afraid that this is general legislation to meet a special case which is always dangerous. With all due respect to the manufacturing interests concerned,

BINDER TWINE FOR EXPORT—*Con.*

I am afraid that their suggestion has a very strong air of suspicion connected with it, 1609. Are we selling twine to any other countries besides Russia, 1610.

BOUNDARY FISHERY REGULATIONS.

Inquiry—Sir Wilfrid Laurier—1214.

Hazen, Hon. J. D. (Minister of Marine and Fisheries), 1214.

I shall be very glad to give any information that I can offhand. I think I am safe in saying that we may reasonably believe that the treaty will come into effect within the next few days, 1214. We have taken the ground that the duty of each country was to accept the regulations as passed by the commissioners, 1215.

Laurier, Rt. Hon. Sir Wilfrid, (Quebec East), 1214.

I should like to ask whether the Minister of Marine has any information to give as to the fisheries regulations on boundary waters. In what condition does the matter now stand, 1214.

BOY SCOUTS ASSOCIATION.

House in Committee on Bill No. 195—Mr. Wright—4131.

Bennett, R. B. (Calgary)—4132.

The boy scout movement can in no sense be said to be military; it has no military purposes or aims, 4132.

Burnham, J. H. (Peterborough West), 4132.

There is nothing really military about the movement, 4132.

Lemieux, Hon. R. (Rouville), 4131.

I think that the boy scout movement is a healthy one, but the government should take hold of it, 4131.

BRANTFORD PUBLIC BUILDING.

Reference—Mr. Nesbitt—871.

Cockshutt, W. F. (Brantford), 873.

Minister has made the facts plain, 873. Specifications call for Georgetown stone, or other of equal quality. Whole matter just as honest and above board as any contract ever let by any government, 874.

Emmerson, Hon. H. R. (Westmorland), 878.

Minister will find splendid quarries in Maritime provinces. Party should be condemned and their attitude is its own condemnation, 878.

German, W. M. (Welland)—872.

Do not think department should have specified Georgetown stone. Believe that we in Canada are capable of doing our own work, 873.

BRANTFORD PUBLIC BUILDING—*Con.*

Henderson, D. (Halton), 876.

There was a limited time to get this stone. Georgetown quarry is no one horse affair, 876.

Macdonald, E. M. (Pictou), 874.

It is interesting to know that Canadian buildings can be built with American stone cheaper than with Canadian, 874. Would give minister some credit for realizing that Canada had some natural industries that deserve to be patronized, 875.

Nesbitt, E. W. (Oxford, North), 871

Refers to questions and answers and wishes to comment on them. In this particular instance, stone specified was Georgetown, Ontario, which was dearer, 871. This a serious question, 872.

Pardee, F. F. (Lambton, West), 877

When government knew they could not get stone from Georgetown quarry, there was nothing to prevent them asking for tenders from some other Canadian quarry, 877.

Rogers, Hon. R. (Minister of Public Works), 872.

Specifications were followed absolutely and correctly. On consideration of question, it was shown that there was a difference of \$28,000 in cost of stone, 872.

BRAZILIAN LIGHT AND POWER COMPANY.

House in committee on Bill No. 22.—Mr. Maclean (Halifax), 1982.

Boys, W. A. (Simcoe South)—1982.

Proposes amendment which is agreed to, 1982.

BRITISH AMERICAN NICKEL CORPORATION.

House in committee on Bill No. 23, 1982.

Boys, W. A. (Simcoe South)—1982.

Proposes amendment which is agreed to, 1982.

Oliver, Hon. Frank (Edmonton)—1982.

Is the company to operate in Canada or outside? 1982.

Reid, J. D. (Minister of Customs).

Outside, 1982.

BRITISH COLUMBIA CLAIMS COMMISSION.

Inquiry.—Sir Wilfrid Laurier, 4628.

Borden, Rt. Hon. R. L. (Prime Minister)—4628.

Negotiations and discussions have taken place, and the province of British Columbia has agreed to amend its case by omitting certain items, 4628.

BRITISH COLUMBIA CLAIMS COMMISSION—*Con.*

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4628.

Asks information regarding commission appointed to report on claims of British Columbia for better financial terms, 4628.

BRITISH MAILS VIA HALIFAX.

Motion:

For a copy of memorandum of agreement between the Canadian government railways and the Canadian Pacific Railway Company, covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial railway, in connection with the Canadian Pacific and Allan Line steamships, carrying British mails, making Halifax the terminal port; also of all agreements, Orders in Council, petitions, memorials, regulations or orders of the Department of Railways and Canals, or of any officer or officers of the Intercolonial railway; of letters or other correspondence, interviews with the Prime Minister and other member or members of the Government, and representations to the Prime Minister or other member or members of the government, in any manner relating to the said memorandum of agreement; and of all telegrams and letters received by the Government, or any member thereof, or sent by them, either in reply or otherwise; also of all letters, telegrams, representations or other documents relating to the said agreement or in any way connected therewith, received by F. P. Gutelius, the general manager of the Intercolonial railway, or from any corporation, persons or body, or sent by him, in reply thereto or otherwise, to the said Canadian Pacific railway or to any other corporation, body or person.—*Mr. Emmer-son*, 376.

BRITISH NATIONALITY NATURALIZATION.

Motion—Introduction of Bill No. 173.—*Mr. Doherty*, 3249.

Doherty, Hon. C. J. (Minister of Justice)—3249.

The principal purpose of this Bill is to provide the legislation necessary under the agreement arrived at between this government, the Home Government, and the governments of the other dominions, to bring about an empire-wide naturalization, 3249.

BRITISH NATIONALITY NATURALIZATION.

Motion for second reading of Bill No. 173.—*Mr. Doherty*, 4119.

Bennett, R. B. (Calgary)—4133.

In my judgment, no subject affecting the domestic welfare of the people is of more importance, especially so far as western Canada is concerned, than the Bill now

BRITISH NATIONALITY NATURALIZATION—*Con.*

under consideration. No subject has engaged more closely the time and attention of thoughtful men in western Canada than this, 4143. Provisions of U.S. law quoted, 4134-6. I am not so much concerned about imperial citizenship as in having a proper domestic citizenship in the first instance. The power of naturalization and the power to determine the class and character of immigrants who shall come within our boundary, are two powers separate and distinct, 4137.

Carroll, W. F. (Cape Breton South)—4139.

Does not believe that it should be within the discretion of the Secretary of State to say whether or not a person shall become a British subject, 4139. This is very important legislation and any regulation which will be incorporated in this Bill should be made by the Parliament of Canada and not delegated to the Governor in Council or to the Secretary of State, 4140.

Doherty, Hon. C. J. (Minister of Justice)—4119.

It may be desirable that in making this motion I should say something of the causes and conditions that have led to its being submitted to this House, as well as in explanation of some of the important modifications which it makes in the law of British nationality and the law of naturalization as we now have it. The Bill deals with these two subjects, 4119-27.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4127.

If I understand my hon. friend aright, it is provided that in this matter there shall be reciprocity of legislation and reciprocity of powers among the dominions. I understand the purpose of this legislation to be that a British subject naturalized in Canada may present his certificate in London, or in any other part of British empire, and that it shall have the same effect as it has in Canada. That is very important legislation, which has been in contemplation for many years, and I am very glad that my hon. friend has at last achieved the making of these provisions, 4127-8.

Macdonald, E. M. (Pictou)—4128.

The broad question involved in this legislation is that of imperial citizenship, and all are agreed as to the desirability of having it settled, 4128. There are many reasons well worth consideration why we should keep open the avenues by which a person can come in, and after three years' residence, secure naturalization, 4129.

Martin, W. M. (Regina)—4129.

British citizenship is not to be lightly regarded, 4129. It seems to me that to insist on a qualification that a man must have an adequate knowledge of the English or French language is going a little too far, 4130.

BRITISH NATIONALITY NATURALIZATION
—Con.

Neely, D. B. (Humboldt)—4138.

I want to point out that this particular piece of legislation may have a very serious effect upon a considerable number of settlers on the western plains, if not in other parts of Canada, 4138-9.

Oliver, Hon. Frank (Edmonton)—4130.

I think the trouble with this Bill is that we have been looking to establishing for Canadians an imperial citizenship. We have not recognized that in undertaking to do that we must necessarily make provision for allowing Canadian citizenship to people throughout the empire. It is to that feature of the case that I desire to draw attention, 4130.

Thomson, Levi (Qu'Appelle)—4140.

Something has been said about fraud being perpetrated in cases of naturalization. I am very doubtful if this Bill will prevent fraud absolutely any more than the existing legislation does, 4141. But the most serious feature of the Bill to my mind is that referring to the Secretary of State, 4142.

House in Committee on Bill No. 173—Mr. Doherty, 4142.

Doherty, Hon. C. J. (Minister of Justice)—4143.

A person is born a British subject if he is born in a place which is within the British allegiance. Difference under sub-section (b) explained, 4143. We are dealing with the definition of a British subject by birth and it is not very easy to delimit that into sections of the empire. The naturalization portion provides for making a man a British subject, 4144-5. If in this country we want to encourage immigration that is a very good reason for supposing that the Secretary of State will be reluctant to turn people down, 4147.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4146.

I quite conceive there are many occasions when a discretionary power has to be exercised by the Secretary of State, but the possession of such power is always liable to very serious abuses, 4146.

Macdonald, E. M. (Pictou)—4148.

We are in a new world, we are looking to get people from every nation, and there never has been in Canada a demand that there should be the absolute and intricate legal procedure which is set out in this law, before a man can get naturalization, 4148.

BRITISH NATIONALITY NATURALIZATION.

House again in Committee on Bill No. 173—Mr. Doherty—4173.

BRITISH NATIONALITY NATURALIZATION
—Con.

Doherty, Hon. C. J. (Minister of Justice)—4173.

The word 'adequate' explained in sub-section (b) 4173. Reasons given for extension of period of probation, 4174. We are providing for naturalization that will extend throughout the empire, and we can only get that by co-operation between the home parliament and legislatures of the different dominions. Therefore, we alone cannot dictate the conditions, 4177.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4174.

In my judgment, the provision for three years' residence to obtain naturalization and, consequently, all the political and other rights which, as a matter of course, go with that naturalization, is an inducement to many persons to come here, 4174. But here is another provision in this Bill which is absolutely indefensible; the provision which gives to the Secretary of State the arbitrary power, by his mere ipse dixit of denying or of granting the privilege of naturalization to any person. I move that subsection 3 of section 2 be struck out 4181.

Lemieux Hon. R. (Rouville)—4176.

The reactionary principle is in extending the period of residence in Canada from three to five years before one can be recognized as a British subject and giving the Secretary of State very arbitrary powers 4176. Thinks the test should be extended to the German language 4177.

Morphy H. B. (Perth North)—4175.

From a Canadian point of view, I have a very strong feeling that we have not been sufficiently aggressive about this matter, 4175-6.

Neely, D. B. (Humboldt)—4175.

I do not know how the minister, in the course of his trip through the West, got the idea that a large number of people in the West were anxious that the time should be extended from three to five years, 4175. After looking into the whole question, I think that this legislation is absolutely and totally uncalled for, so far as superseding the present Naturalization Act is concerned, 4178. Asks if alien will be prohibited from franchise until the full period of probation is passed, 4179.

Stevens, H. H. (Vancouver)—4179.

Declares his approval of the measure. The point which seems to agitate the minds of some of the hon. gentlemen opposite is that an alien will be denied the franchise until he has been a resident for five years. In my estimation that is one of the best features of the Bill, 4179-80.

House in Committee on Bill No. 173—Mr. Doherty, 4529.

BRITISH NATIONALITY NATURALIZATION
—*Con.*

Burnham, J. H. (Peterborough West)—4532.

Reference has been made by the minister to a point I have very often brought up, and that is the ability of a man to renounce the country of his origin, 4532.

Carroll, W. F. (Cape Breton South)—4537.

Section 18 discussed, 4537-9. Section 21 referred to, 4540.

Carvell, F. B. (Carleton, N.B.)—4535.

Has the minister considered the case of a man who goes to the United States and declares his intention of applying for naturalization, but never went through the further process to become naturalized, 4535.

Cockshutt, W. F. (Brantford)—4531.

The fact of being a British subject is one of the most valuable assets a man can have, 4531. What course is prescribed for an alien who is desirous of becoming repatriated in Canada? 4534.

Doherty, Hon. C. J. (Minister of Justice)—4529.

Clause 13 explained, 4529. We can make a man a British subject, but we cannot unmake a Turkish subject, so that there is no possible method by which under our legislation we may say that a Turk who is naturalized under our law shall not when he goes back to Turkey be subject to the Turkish law, 4532. Other sections explained and discussed, 4535-44.

McKenzie, D. D. (Cape Breton North and Victoria)—4544.

I would ask the minister to leave the taking of evidence open to a judge, because you can get a judge easier and there will not be the delay that would be entailed if you have to apply to a court, 4545.

Schaffner, F. L. (Souris)—4534.

Now I understand the minister to say that a man who was born in Canada and who goes to the United States, becomes an American citizen and returns to Canada will not be permitted to exercise his franchise in Canada unless he has again become naturalized and has lived the specified time in this country, 4535.

House in Committee on Bill No. 173—Mr. Doherty, 4807.

Borden, Rt. Hon. R. L. (Prime Minister)—4813.

My own view is that no undue obstacle should be placed in the way of any person desiring to become naturalized as a British subject in this country, but on the other hand naturalization should not be given on the penny-in-the-slot principle, 4813.

Doherty, Hon. C. J. (Minister of Justice)—Amendments moved, 4808.

I must confess that the more I consider it the more I am convinced that much advantage will result from the fact that

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the question of establishing the qualification for naturalization is treated as other matters of importance are, and that is in a public, open court, 4811. While it is true there are more people in the western provinces than there were, it is also true that the Dominion is being called upon to provide, and is providing, a very considerable number of additional judges, 4813. I do not think it is disputable that as things stand to-day there must be large numbers of people who are naturalized who, without any perjury whatever on their part—I am not suggesting that—do not meet the requirements, 4814. As to extending the language qualifications so as to include other languages, I must confess that it seems to me to be exceedingly difficult to do that, 4816. Those who come in after this Act is in force will be the only ones to whom its provisions will apply, but they, on the other hand, will get as compensation for compliance with the conditions, in some respects more severe, a wider and more, effective naturalization, 4817. Sections explained and amendments moved, 4818-21.

German, W. M. (Welland)—4814.

Up to the present time the naturalization of aliens has been very simple, 4814.

Macdonald, E. M. (Pictou)—4808.

The Minister of Justice, by this Bill, is going to make it about as hard for a man of foreign nationality to become a British subject as for the ordinary common sinner to obtain a passport to the kingdom of Heaven, 4808-12.

McKenzie, D. D. (Cape Breton North and Victoria)—4811.

In the county of Cape Breton the convenient thing would be to allow the county court judge to deal with this matter, and, as he is empowered to deal with it in the court, why should he not be empowered to deal with it in chambers, 4811.

Morphy, H. B. (Perth North)—4815.

Thinks subsection (b) of section 2 is discriminatory without intention against the very principle which underlies our present immigration policy, 4815.

Oliver, Hon. Frank (Edmonton)—4808.

The law is for the people, not the people for the law. The conditions in those western provinces are to-day as they were five years ago, so far as accessibility to the procedure of courts is concerned by a large number of the people, 4812.

BRITISH NATIONALITY NATURALIZATION.

Motion:—

That the Order of the House of this day that the Bill, No. 173, respecting British Nationality Naturalization and Aliens, be ordered for a third reading at the next

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—*Con.*

sitting of the House be discharged, and that the said Bill be now read a third time.—Mr. Doherty, 4823.

Doherty, Hon. C. J. (Minister of Justice)—4825.

As regards the hon. member's first suggestion that we should modify our law and make a new departure involving the creation of a situation where a married man and his wife would have different nationalities. I confess I do not see any call for legislation of that kind, 4825. We are given control over aliens and naturalization. I have difficulty in seeing how that can be interpreted as meaning that we can only deal with the naturalization of aliens, 4826. All we declare is that an alien shall have the same right to hold property as a British subject, 4827. It still rests with the country, through its responsible government—after all, the Secretary of State is only one of a government that is responsible for what he does—to determine whether or not it will grant to that individual his naturalization, 4829-30.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4827.

Refers to power given the Secretary of State, 4827-8. Amendment moved, 4829.

Pugsley, Hon. Wm. (St. John City).

Opposes third reading on ground that it should be known what the Imperial Parliament is doing in the matter of naturalization. This Bill provides, as the Imperial Bill also provides, that the moment a woman who is a British subject marries an alien she thereby ceases to be a British subject and becomes an alien, 4823-4. I am not able to agree with the minister that, even if this section should become law, a provincial legislature could determine that certain classes of aliens should not be allowed to hold real estate, 4827.

BRITISH TRUST COMPANY.

House in Committee on Bill No. 57—Mr. Baker—1416.

Carvell, F. B. (Carleton, N.B.)—1416.

What is the nature of the amendment, 1416.

White, Hon. W. T. (Minister of Finance)—1416.

The amendment is the substitution of the word 'four' for the word 'two' in the original Act, 1417.

BURRARD INLET TUNNEL AND BRIDGE COMPANY.

House in Committee on Bill No. 11—Mr. Stevens—764.

Lancaster, E. A. (Lincoln)—764.

Amendments do not change effect of Bill but merely improve the language, 764.

BURRARD INLET TUNNEL AND BRIDGE COMPANY—*Con.*

Oliver, Hon. Frank (Edmonton)—764.

Asks member in charge of Bill for explanation, 764.

Stevens, H. H. (Vancouver)—764.

Just a renewal of a charter, 765.

BUSINESS OF THE HOUSE.

Inquiry—Sir Wilfrid Laurier.

Borden, Rt. Hon. R. L. (Prime Minister)—696.

Understand it is a government day. Tomorrow we commence with practice provided by rule, 696.

Laurier, R. Hon. Sir Wilfrid (Quebec East)—696.

Would like to know business of House tomorrow. All depends what we are to understand by word 'week,' 696.

BUSINESS OF THE HOUSE.

Motion:

That on Monday next, the 16th of March, and on subsequent Mondays to the end of the session, government notices of motion and government orders shall have precedence after questions and notices of motions for production of papers—Mr. Borden—1606.

Borden, Rt. Hon. R. L. (Prime Minister)—1606.

I agree to the amendment, 1606.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1606.

Asks that motion be amended to read 23rd March, 1606.

McCraney, G. E. (Saskatoon)—1606.

Inquires about Bill respecting pollution of navigable waters and urges the importance of its consideration.

BUSINESS OF THE SESSION.

Statement—Mr. Borden—3197.

Borden, Rt. Hon. R. L. (Prime Minister)—3197.

Gives statement of legislation under consideration and which would probably be brought down this session, 3198.

Emmerson, Hon. H. R. (Westmorland)—3198.

Asks Minister of Finance if legislation regarding the Quebec Battlefields Commission is to have any reference to the old forts in the Maritime provinces, 3198.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3198.

Some of the legislation mentioned by my right hon. friend is not of a very heavy character; but some of the Bills are important, such as those respecting the Civil Service, 3198.

White, Hon. W. T. (Minister of Finance)—3199.

When I bring down the Bill to amend the Quebec Battlefields Commission Act, which has been delayed because I have in contemplation some amendments, I shall be able to give a more definite answer to my hon. friend, 3199.

BUTTER SUBSTITUTES.

House in Committee on Bill No. 112—Mr. Burrell—3162.

Bradbury, G. H. (Selkirk)—3166.

I think the law should be made plain that if a man buys a one-pound print of butter he must get one pound, 3166. If the dairyman knows that his butter is going to shrink, why should he not be compelled to put in the extra half ounce in the same way as the baker has to, 3167.

Broder, Andrew (Dundas)—3163.

The real object of this legislation is to do away with imitations of real butter, 3163.

Burnham, J. H. (Peterborough West)—3162.

I cannot agree that this legislation is in the interests of the public. There is no denying that oleomargarine, if properly made, is good food, 3163.

Burrell, Hon. Martin (Minister of Agriculture)—3162.

I do not know that there has been any trouble under the old Act which included these words. This matter has been discussed very thoroughly not only by the dairy associations but also in the Agricultural Committee of this House, where this clause was carefully considered, 3162. If we eliminate this section and allow the production of substitutes, it would take a whole army of inspectors to prevent fraud, 3163. The trouble is there has been a definite commercial process of absolute fraud in renovating butter. There would be no desire to interfere with any legitimate process of re-working butter, 3164. The Act will be interpreted by the officers of the department so as not to interfere with anybody carrying on a reasonably proper business, 3165. It is difficult to define the difference between a dairy and a creamery, 3172.

Devlin, E. B. (Wright)—3168.

There is nothing in the Bill to define a lump of butter, 3169.

Knowles, W. E. (Moosejaw)—3165.

The enforcement of the Federal law does not always come under Federal authority, 3165.

Nesbitt, E. W. (Oxford North)—3163.

Oleomargarine is a perfectly wholesome product, probably just as wholesome as butter, 3163. I would like to ask the minister, or the Chairman of the Agricultural Committee, why, in the interpretation clause, a dairy is described as a place where the milk or cream of less than fifty cows is manufactured into butter, 3172. There are dairymen in my riding who sell their butter at a higher price than any creamery butter will fetch, 3173.

Oliver, Hon. Frank (Edmonton)—3163.

There is a difference between grading, mixing the butter and putting it into merchantable shape, and re-working it for

BUTTER SUBSTITUTES—*Con.*

the purpose of introducing an extra amount of water, 3163. I would like to have a definite statement as to whether these big dairy establishments in Edmonton are to be allowed to re-work butter in a legitimate way, 3164. Subsection (a) of clause 3 says that no person shall sell or offer for sale butter that is not in a certain shape, 3165. It seems to me this clause should be amended in some way, 3166. The dairymen seem to have control of the situation, 3167.

Seasmith, J. A. (Peterborough East)—3166.

You may ship one thousand pounds of butter, having ample weight when you shipped it, but when you store it the water evaporates and actually you get the same amount of butter, but you get a little less water, 3166. The object of this Bill is to protect the public from light weight in butter put up in this way, 3168.

Thomson, Levi (Qu'Appelle)—3167.

I agree with the member for Brockville that it would be almost impossible to lay down a rule as to the allowance that should be made for shrinkage in butter. As I understand it, the Bill does not pretend to guard people in such a case; it only attempts to guard where one has the right to assume that a certain article is of a certain weight, 3167.

Webster, John (Brockville)—3164.

I have considered this Bill very carefully, and believe it cannot be improved upon in the interest of the public, 3164. Refers to shipment of butter where shrinkage occurred, 3167. After the careful consideration given by the committee to this Bill when last before them, I think it will be found to be very difficult to improve upon it, 3168.

CALGARY AND EDMONTON RAILWAY COMPANY.

House in Committee on Bill No. 12.—Mr. Douglas, 765.

Buchanan, W. A. (Medicine Hat)—766.

This amendment was to induce railways to complete the lines which they have had charters for for some time, 766. I cannot say whether or not this will expedite construction, 767.

Currie, J. A. (Simcoe North)—766.

Statistics quoted as to railway progress in Alberta, 766.

Douglas, J. M. (Strathcona)—765.

The Bill is to authorize the building of branch lines in Southern Alberta, 765. Complaint made that charters were given to companies and no steps taken to complete construction, 766.

CALGARY AND EDMONTON RAILWAY COMPANY—*Con.*

Lancaster, E. A. (Lincoln)—765.

Committee thought this was a case where the company should be hurried up, 765.

Rogers, Hon. Robert (Minister of Public Works)—766.

It would not be well to single out one particular line and provide different treatment for it than others, 766.

Further consideration in Committee on Bill No. 12.—*Mr. Douglas*, 795.

Bennett, R. B. (Calgary)—796.

Parliament has the power to supervise these Acts, 796. There are a large number of enactments upon statute-books which have been renewed every two years to make people believe that railways are to be built. Hope Railway Committee will exercise its discretion in each case, regardless of any fixed rule, 797. Facts speak for themselves, 799.

Clark, Michael (Red Deer)—802.

Have strong views upon wisdom or course of procedure that is recommended in amendment. Believe in fairness and justice to every class of the community, 802.

Douglas, J. M. (Strathcona)—804.

Moved to let this Bill stand, 804.

Emmerson, Hon. H. R. (Westmorland)—795.

Whatever decision was arrived at on Bill, it was reversed by act of Railway Committee at last meeting, 795. Companies will commence construction when they have the means and when conditions will permit, 796. Opposed Bill and made the motion I did on principle, 799.

Graham, Hon. G. P. (Renfrew South)—801.

Have wondered at the limiting of time allowed a railway company to construct a railway, 801.

Macdonald, E. M. (Pictou)—800.

Do not think it is wise for Railway Committee or for this House to lay it down as an absolute rule, 801.

Neely, D. B. (Humboldt)—803.

Are in this peculiar condition in Railway Committee that we want the responsible minister to give us some idea as to what policy of government is, 803. Refers to Thunder Hill extension of Canadian Northern, 804.

Nesbitt, E. W. (Oxford North)—799.

Am responsible here only to my constituents, 799.

Oliver, Hon. F. (Edmonton)—800.

Think now is the time to discuss Bill and to decide whether we are going to give an extension or not. Am in favour of Bill as amended, 800.

CALGARY AND EDMONTON RAILWAY COMPANY—*Con.*

House in Committee on Bill No. 12.—*Mr. Douglas*, 992.

Lancaster, E. A. (Lincoln)—992

Bill amended to allow \$35,000 instead of \$20,000 per mile. They have to commence in one and finish in three years, 992.

CALGARY AND FERNIE RAILWAY COMPANY.

House in Committee on Bill No. 72.—*Mr. R. B. Bennett*, 1667.

Lancaster, E. A. (Lincoln)—1667.

Bill is for an extension of time. Think Bill is in proper shape, 1667.

CANADIANS AT BISLEY.

Motion to adjourn—*Mr. Macdonald*—512.

Carvell, F. B. (Carleton, N.B.)—516.

I heartily congratulate the hon. minister on the manly stand he has taken in this matter, 516. I have never been able to understand why the National Rifle Association or the War Office either, should object to the use of the best rifle that the empire could afford, and let the best man win. The very fact that they do bar it is an admission that it is a better arm than the one they themselves have, 517.

Clark, Michael (Red Deer)—518.

I would like to ask the minister if the War Office admits that the Ross rifle is a better arm than the Lee-Enfield and does the War Office issue this regulation in an arbitrary manner or does it give any reason for the regulation, 518.

Hughes, Hon. Sam. (Minister of Militia and Defence)—514.

It will be well to place before the House the condition of matters as they stand. The Ross rifle is universally regarded by every fighting force in the world as the best weapon for the soldier to be armed with in time of war, 514. At the time of the Palma matches here, when the American team used the aperture sight and the British and other teams used the open sight and they were badly beaten, it was urged by some of the British riflemen that the sighting of the aperture sight was very slow. Experience and observation since have proven that the aperture sight is the more rapid. Major Richardson quoted as to why American team at the Olympic in Sweden won. The National Rifle Association has used the aperture sight since 1909. No volunteer will be allowed to leave the shores of the Dominion of Canada with any such handicap upon him as is placed upon him by that regulation, 515. Quotes opinion of British War Office in regard to aperture sight. The action is not that of the National Rifle Association; it is the arbitrary action of the British War

CANADIANS AT BISLEY—*Con.*

Office. Why should the Canadian team and Canadian volunteers bow to such a ruling without resenting it and standing to their weapon? We intend to stand by our rifle, 516. It is a difficult thing to get the War Office to admit that the colony has a better rifle than the motherland. As to whether or not the War Office issued its regulations in an arbitrary manner, I may say that they have notified the National Rifle Association that if certain regulations are not complied with they will absolutely withhold all assistance, 518.

Lawrier, Rt. Hon. Sir Wilfrid (Quebec East)—

The Speaker automatically leaves the Chair if the subject which is coming up for discussion has already been before the House, but in order to confer on the House the power to discuss that matter, a motion must be made whether it is Thursday or Friday or any other day, 512. Paragraph 2 of rule 21 quoted. Clearly my hon. friend is entitled to a reply on this motion, 519.

Macdonald, E. M. (Pictou)—512.

Refers to new regulations of National Rifle Association by which men who represented Canada in the Bisley competition were not likely to be able to go this year, which he regards as a matter of very great importance. A few years ago a great question arose in this country, as to the adoption of the aperture sight in connection with the rifle that was used in rifle shooting, 513. What is to be the attitude of the Department of Militia and Defence in regard to this subject at this time. All our men in Canada have been trained in rifle shooting during the last two years with the aperture sight. I brought this matter up with a view of ascertaining what is the opinion of the minister and what action he intends to take with reference to this pin-prick, 513-14. I agree with the minister when he says that the action of the War Office is arbitrary, 520.

Sharpe, Samuel (Ontario North)—517.

It would be unfortunate if our claim could be construed as a demand to be allowed to use a rifle that cannot be used in regular service. Sergeant G. W. Russel quoted, 517-18. If the Ross rifle has a sight attached with which that rifle cannot be used in service the regulations are not unreasonable, 518.

Speaker, His Honour the—512.

The Speaker leaves the Chair without motion. Rule 17 quoted. If it be the express wish of the House that this interpretation of the rule be not followed, of course, I cannot object to it, 512. I do not think this motion permits of a second speech on the part of any hon. gentleman. It may be that the House regards this as a purely substantive motion. If that be so, the hon. member would have a right to reply, 519.

CANADA AT BISLEY.

Inquiry—*Mr. Macdonald*—1215.

Hughes, Hon. Sam. (Minister of Militia)—1215.

Matter more or less misunderstood. Explains position of matter and states that a team will go as usual, 1215-16.

Macdonald, E. M. (Pictou)—1215.

I have seen in the press what has transpired. I would ask the minister to make a definite statement as to just what the position is to-day in this matter, 1215.

CANADA GRAIN ACT AMENDMENT.

Motion:

Resolved that it is expedient to amend the Canada Grain Act, chapter 27, of the Statutes of 1912, and to provide that advance to an amount not exceeding five hundred thousand dollars may be made to the minister out of the Consolidated Revenue Fund of Canada for the payment of freight charges and weighing and inspection fees on grain received into or shipped from elevators operated and managed by His Majesty, and that such payments shall be subject to all the provisions of the Consolidated Revenue and Audit Act, and when the amounts so paid are refunded to His Majesty they shall be paid to the Minister of Finance and Receiver General of Canada for deposit to the credit of the said Consolidated Revenue Fund.—*Mr. Foster*, 3161.

House in Committee on Bill No. 170.—*Mr. Foster*, 3573.

Foster, Hon. G. E. (Minister of Trade and Commerce)—3573.

Explains purpose of Bill, 3574. I have never posed as a farm instructor, and all I did do was to exercise my individual right as a humble observer, and in looking over the situation in the West I conceived an opinion that in some way or other mixed farming might be more extensively prosecuted than it hitherto has been, 3580. The storage elevator is also to enable men who wish to take advantage of the market, and are able to take advantage of the market, and who have no grain houses and storage places of their own, to put their grain into these storage houses nearby their own farms, to get their warehouse receipt, to finance themselves upon that receipt, and if they wish, to hold the grain in an independent position for a future market, 3581-2. As to the matter of rates, we are not legislating in this Canada Grain Act for rates on railways, 3582. But so far as the fees charged the farmers are concerned, whether in the country elevators, the elevators in the West or the terminal elevators the farmers pay not one single tenth of a cent more than they paid before, 3584. The purpose is to endeavour to keep intact the quality of the grain as it is certificated at Fort William or Port Arthur until it reaches the ultimate market, 3586.

CANADIAN GRAIN ACT AMENDMENT—
Con.

Knowles, W. E. (Moosejaw)—3576.

At any rate, it is a joke among our farming community, that the Minister of Trade and Commerce, with all his college degrees, and even with his high standing as an orator, has one way of settling all our difficulties and that is, by advising us to go into mixed farming, 3576. When the western farmer asks for anything he is told to go into mixed farming; that advice is pretty well played out, 3577.

Neely, D. B. (Humboldt)—3577.

In my judgment the very first duty of the minister responsible for the inauguration of this policy was to have made arrangements with the transportation companies as to the rates that would be charged for grain shipped to these interior elevators, and from them to the final terminals at Fort William and Port Arthur, 3578. The crux of the success of this elevator scheme depends upon keeping the cost of the use of these elevators down to a minimum, 3579. The minister does not at all meet the point which I am trying to make, namely, that, before launching on this policy of building a large number of storage elevators throughout the West, at a greater or less expense, he and his department have made no definite arrangements, 3582.

Oliver, Hon. Frank (Edmonton)—3574.

I have hopes that the condition is better than the hon. minister has seen fit to lay before the House; but if it is as he has actually laid it before the House, it certainly is not a fortunate condition, 3575. It seems to me as if he were discounting a possibility of higher charges for the additional advantages that we all hope will come from the construction of these elevators, 3585. I am sorry that the minister is not able to give us the charges that he proposes to impose for the use of these elevators, 3586.

Robb, J. A. (Huntingdon)—3584.

The statement from the minister that the storage rates at Fort William will not afford much encouragement to the grain grower or grain handler of the West, 3584.

Sutherland, Donald (Oxford South)—3575.

I do not think this Bill will be complete until the government sees to it that none of the noxious weed seeds that are cleaned out of the grain in these elevators are allowed to be scattered broadcast throughout the country, 3575. This House is being asked, day after day, week after week, and session after session, to pass legislation in the interests of the people of Canada and particularly in the interests of the people of the West, 3577.

65606—4

CANADIAN IRON AND STEEL INDUSTRY.

Remarks—Mr. Carrick—1498.

Arthurs, James (Parry Sound)—1519.

I do not altogether believe that a bounty is the best solution of this problem. The experience of all Canadian smelters is that it costs from 25 cents to 40 cents and sometimes 80 cents per ton more to smelt Canadian than American ore, 1519. There are five men unemployed in the United States to every one there is in Canada. I hope the Government will find some means to build up one of great basic industries of Canada, 1520.

Bennett, W. H. (Simcoe East)—1516.

We are protectionists in every town in Canada. We are bounty givers too, 1517. If it is good policy to retain in the country our logs to be manufactured into lumber why is it not equally good policy that our raw materials should be kept in the country to be manufactured into the finished articles of iron and steel. There is another matter to be considered, the importation into Canada of scrap iron from the United States. These men should be compelled by the tariff to buy every dollar's worth of pig iron that they use, right here in Canada, 1518.

Carvell, F. B. (Carleton, N.B.)—1520.

No matter what proposition they put up it comes out of the farmer in the end, 1520. Can any hon. gentleman opposite tell me how a bounty on the production of iron ore will create a demand when the market does not exist, 1521. Take off the duty on rails and the Sydney people will be able to sell their rails to the United States. It only shows the curse of protection wherever it gets a foothold in any civilized country, 1522. Let the ordinary laws of commerce work out the question, 1523.

Carrick, J. J. (Thunder Bay and Rainy River)—1498.

The iron and steel industry is second only to agriculture in the foremost countries of the civilized world. Iron is the basic fibre of our industrial existence, 1498. Our Canadian industries have been unable to stand the competition of the United States. Last year the Canadian Iron Corporation went into liquidation, 1499. The question will naturally present itself as to whether we have the raw material necessary for iron and steel development. Have we iron ores, limestone and coal? We have them all in abundance. It would be admirable legislation for this government to do something to foster the development of these great natural resources, 1500. This vast district which joins together the east and the West is to-day the unproductive part of Canada. Let us look at the iron development in the three countries which are in the lead with respect to this particular industry, 1501-2. Mr. Fielding quoted on bounty to iron industry, 1503. Mr. Borden quoted while leader of the opposition. I feel certain that the iron

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industry of Canada can be fostered and developed, 1504. The principle of paying bounty on iron ore is new to the iron situation, but is the same policy which has been adopted by the government of Canada in paying the bounties on lead ores. Resolution of the associated boards of trade of Ontario quoted, 1505. Resolution of Canadian Mining Institute and others quoted. What are we doing to promote the welfare of this supremely important industry, 1506.

Clark, Michael, (Red Deer)—1506.

Under this government we are not doing very much. If the result of the last election had been different, the answer to these questions would have been different, 1506. Protection is not a national policy; it never was; it has always been sectional and selfish, at that, 1507. It cannot be demonstrated according to sound economics that it is profitable for Canada to go into that industry. Every particle of the borrowed money that we bring into this country comes in the shape of those very goods which my hon. friend wants to debar, 1508. The fundamental objections to bounties are two in number. If at this time we want to meet the real trouble that is afflicting the Canadian people, we should introduce bounties on beef and not on iron and steel, 1509. Nothing is more serious at the present time than the depopulation of our rural districts, 1510. This is not the first country in which these economic follies have been indulged in. People cannot eat iron ore. The production of iron is a secondary consideration altogether, 1511. This is not a time when we should be lightly handing out public money in a way that is questionably beneficial to the country. All that Britain built up under protection were a few millionaires and millions of paupers and licensed pawnshops, 1512. Has my hon. friend no confidence in his own country and in his own fellow countrymen, 1513. If we have tried this system of developing our resources in Canada for 40 years, 1515. If you build up the agriculture of the West, the railroads will build themselves, 1516.

German, W. M. (Welland)—1523.

Not in favour of bounties as a general thing but something should be done with regard to the industries in Ontario, 1523.

Macdonald, E. M. (Pictou)—1530.

The steel industry in this country is to-day in the worst position that it has been in for thirty years. For two and a half years the Minister of Finance has been like a veritable fly on the wheel, absolutely incompetent to deal with the situation in this country, and absolutely refusing to do so, 1530. When his followers complain to him about the iron industry he assures them that the best consideration he can give them is that

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he has been thinking about them for two and a half years. He is not a free trader and he is not a strong protectionist; he is an opportunist, 1531. The situation is one that is up to him to deal with, 1532.

Turgeon, O. (Gloucester)—1532.

The difficulties of the Canadian Iron Company referred to. A great mistake was made by the people of Canada when they refused to accept the reciprocity treaty. I would have expected that the Minister of Finance would express some definite encouragement in this matter, 1532. I would not object to the steel industries receiving some assistance, 1533.

White, Hon. W. T. (Minister of Finance)—1524.

It was absolutely inevitable that the financial stringency should be followed by a great trade-slackening throughout the world and this slackening is not peculiar to Canada, 1524. Canada has come through this crisis better than most countries which have experienced the financial stringency. I do not say that the steel industry does not deserve the attention of the government, 1525. The question of what tariff suits a country is a question of expediency and common sense, 1526. I desire to give the House a few figures showing the bearing that this question of an increase of duty upon pig iron has upon a large list of manufacturers. I am aware that a great difference of opinion exists on the question of bounties, 1527. In large enterprises where the result is not certain, inducements of an exceptional character have usually to be offered. There is no doubt that the strength of Canada is in her natural resources and among those natural resources one of the most important in her mineral wealth, 1528. The result is that this last year the total production of Canadian iron ore is only 300,000 valued at about \$600,000. The iron and steel production of Canada has increased many fold; it is ten times what it was at the beginning of the century, 1529. It goes without saying that it is desirable to develop the native industries of Canada, 1530.

CANADIAN NORTHERN RAILWAY.

Inquiry—Sir Wilfrid Laurier, 1264.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1264.

Refers to statement in Ottawa Citizen, 1264. Can Minister of Finance give any information on matter, 1265.

White, Hon. W. T. (Minister of Finance)—1265.

So far as I am aware, that is a correct statement of facts, 1265.

House in Committee on Bill No. 73.—Mr. Currie, 1760.

CANADIAN NORTHERN RAILWAY—*Con.*

Graham, Hon. G. P. Renfrew, South)—1760.

Gather that Bill merely authorizes different method of attaching signatures to securities issued, 1760.

Lancaster, E. A. (Lincoln)—1760.

Company wish that in the case of issue of bonds or debentures, they may be signed by officers named in this Bill, 1760.

CANADIAN NORTHERN RAILWAY.

Inquiry.—*Sir Wilfrid Laurier*, 3196-7.

Borden, Rt. Hon. R. L. (Prime Minister)—3197.

I shall expedite the matter as much as possible. Documents laid on Table, 3197.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3197.

It would be of advantage and interest to know what are the companies the stock of which is owned and controlled by the Canadian Northern. Then, there are some other matters as to which we should have some information; for instance: what are the liabilities of each one of these companies mentioned in the first part of the second schedule of the resolutions? 3197.

CANADIAN NORTHERN RAILWAY RESOLUTION.

Attention called—*Mr. Graham*, 3252.

Bennett, R. B. (Calgary)—3253.

I should like to inquire, before the debate on the Canadian Northern Railway resolution is proceeded with, whether the government is in a position to furnish the House with particulars of the \$38,000,000 alleged to be in hand, 3253.

Borden, Rt. Hon. R. L. (Prime Minister)—3253.

There is an item missing, that of Montreal terminals, \$5,595,754. It was dropped in making the copy. I am sorry the mistake occurred and I have given instructions that an amended copy, including this, shall be laid upon the table of the House; in fact, I expected to have it here to-day. It was not thought advisable, in the absence of some urgent reason, that the names of the various creditors should be laid on the table of the House. Information will be laid on the table of the House with regard to that. The amount is constituted not solely of the proceeds from the sale of securities but of subsidies yet to be earned as well, 3252-3.

Graham, Hon. G. P. (Renfrew-South)—3152.

I wish to call the attention of the Prime Minister to the fact that the sum of \$100,379,009 is evidently the wrong amount. An item of \$5,000,000 or \$6,000,000 must be missing, 3152.

Murphy, Hon. Charles (Russell)—3253.

I would again draw attention to a delayed return with reference to the Canadian Northern railway. In March last I placed a question on the Order Paper asking for certain information, 3153.

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CANADIAN NORTHERN RAILWAY.

Inquires placed on Hansard—*Mr. Oliver*, 3319.

Borden, Rt. Hon. R. L. (Prime Minister)—3319.

I am very much obliged to my hon. friend for his courtesy in notifying me in advance of the proposed inquiries. If there are any other hon. gentlemen on either side of the House who can give us suggestions as to information which they desire, I would deem it a favour if they would make us acquainted with them, 3319. A statement has just been laid upon the table of the House which sets forth the authorized capital and the issued capital of all these companies. So far as I understand this covers my hon. friend's inquiry. If it does not, I shall be glad to give any further information, 3320.

German, W. M. (Welland)—3320.

Will the government lay on the table of the House the amount of capital stock authorized to be issued by all the companies mentioned in the first part of the second schedule, 3320.

Oliver, Hon. Frank (Edmonton)—3319.

I wish to place before the Prime Minister a number of inquiries with a view to facilitating discussion on the Canadian Northern aid, 3319.

CANADIAN NORTHERN RAILWAY PAPERS.

Borden, Rt. Hon. R. L. (Prime Minister)—3396.

Lays on table of House papers in connection with C.N.R., 3396-7.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3397.

Does this complete the information with regard to this matter, 3397.

CANADIAN NORTHERN RAILWAY.

Motion:—

That such portions of the documents laid upon the table of the House in connection with the proposed resolutions relating to the Canadian Northern Railway system as have been selected for the purpose shall be printed forthwith, and that the provisions of rule 74 be suspended in relation thereto.—*Mr. Borden*, 3453.

Request for further information.—*Sir Wilfrid Laurier*, 3573.

Borden, Rt. Hon. R. L. (Prime Minister)—3573.

Promises to ask for information. The documents alluded to were placed upon the Table of the House, 3573.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3573.

It would be important if the government could get from the company a statement of the earnings of the year 1913 up to date and an estimate of the balance of the year, 3573.

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Macdonald, E. M. (Pictou)—3573.

Refers to letter of Sir Wm. Mackenzie to the Prime Minister and memoranda and thinks it important that we should have these, 3573.

Resolution.—*Mr. Borden*, 3650-9.

Ames, H. B. (St. Antoine)—3725.

We cannot escape the fact that the government of Canada and the provincial governments and the municipalities to some extent have frequently recognized this undertaking, 3726. There are three alternatives that have been urged in reference to the situation which confronts us, each of which has its advocates and each naturally has its objectors, 3727. Just for a moment I want to ask the members of this House whether immediate government possession of that railway is desirable, 3728. But, for the first time, the government has sincerely insisted that a bargain should be made in which there is a large *quid pro quo* in return for aid rendered, 3729. In order to secure the carrying out of that arrangement, these stocks will be placed in the hands of a trustee who will act for all the parties to this agreement, 3730. As to current indebtedness—the government undertake to make a prior condition to this guarantee that Mackenzie and Mann shall reduce those claims from \$10,500,000 to about the normal amount, namely, \$3,000,000, 3731. Securities referred to, 3732-3. It is definitely stipulated in this undertaking what shall constitute any event of default; it is so clearly defined that there can be no possible misunderstanding, 3733. This is a bad situation, at the best, but it is a situation in respect of which a government in which we have confidence has no intention of laying down or shirking responsibilities. This arrangement will be either a success or a failure, 3734.

Armstrong, J. E. (Lambton East)—3904.

I am sure that the people of Canada appreciate the fact that the most thorough investigation has been held in regard to this enterprise, and that the government have done everything possible to present to Parliament all the facts in regard to it, 3904. Tables of subsidies given to C.N.R. by the provinces and the Dominion, 3905-7. This goes to show that the various provinces have a very great responsibility in connection with this matter. The prosperity of the settlers along the right of way has been greatly brought about by the extension of the Canadian Northern Railway system in the various provinces, 3908. Hon. gentlemen opposite, instead of trying to hold up Mackenzie and Mann to ridicule, should realize that this proposition is one that is in the interests of the people and they should therefore support it, 3909. By the reduction of the stock from

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\$145,000,000 to \$100,000,000 the Board of Railway Commissioners will be in a position to reduce the freight and passenger rates both in the East and in the West, because the general fixed charges on the lines of this railway will amount to two million dollars less than they otherwise would when the road is completed, 3910. Letters quoted from prominent provincial statesmen, 3911. Most hon. gentlemen opposite who have spoken on this question have urged the early completion of this road, and I ask them how can we better proceed to do that than by supporting the resolution now under discussion, 3911.

Bennett, R. B. (Calgary)—3735.

I cannot by any system of reasoning that I can adopt bring my mind to support the proposals that are now submitted for our consideration. The transportation system of Canada dealt with generally, 3735-6. The time has come when we must take stock of the conditions, and now faced as we are with conditions such as we never met before, we must decide whether we will continue to add to the predatory wealth of promoters or whether we shall strike a blow for the people of this country, 3737. Canada, with less than 10,000,000 of people, has at the present time, or will have at the end of this year, more miles of railway under operation than any country in the world except those I have mentioned, 3738. This is the greatest problem of domestic politics that we have ever had to consider. I ask the hon. members of this House to go with me on an imaginary trip from Montreal to Vancouver via the Canadian Northern Railway, 3739-41. With that condition in front of us, let us analyse the legislative conditions, 3742-4. I want hon. gentlemen to turn to the schedule of the resolution itself, and to examine closely the kind of stock we are getting. I ask the Solicitor General: Since when did a fraudulent representation constitute a basis or foundation for an application for further aid? Since when did bogus surpluses and false accounts constitute a groundwork and foundation upon which to lay a claim for the use of the collective credit of the people of this country? 3745. I want this House and the country to know the story about the rolling stock of this railway and to thoroughly understand its history, 3747-9. These men will not pay if they can avoid it. They want the people of Canada to pay their debts, and I protest against the people of Canada paying their debts, 3749. Quotation as to securities, 3751. I demand that there should be a public inquiry under oath in order that I may know whether the facts alleged are facts or not. I demand to know on behalf of the people of Canada whether these statements are true or false, 3753-4. I urge upon this House that this Government should pause before we are committed to a proposition involving \$300,000,000; before we are made fourth mortgagees

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in this enterprise; before we are made partners with men whose misrepresentations have brought upon us this iniquity. Sir, we can investigate; we can still save the credit of Canada, 3755. If we cannot appoint a commission, do not let us permit this money in any way to be controlled or spent by the men responsible for the chaos, the men who have brought about this condition, 3756. I ask that these men be eliminated from the enterprise and that it be put in the hands of men who operate railroads and understand their operation, that the stock be put in the hands of a trust company and that we operate the road as a receiver until we ascertain where we are at and until the government can determine whether or not it is wise, on behalf of the people of Canada, to take this road over, 3757. Reports of Canadian Northern dealt with, 3758-9. The Canadian Northern Express Company referred to, 3759-60. We have been told that the stock of this company had been reduced by \$45,000,000, but I shall show this House that such a statement is obviously untrue and absolutely false according to the records which have been brought down, 3761-65. The agreement in regard to the stock referred to, 3765-7. Statute in regard to aid to C.P.R. quoted, 3769. The question that is of vital importance to our country is the duplication of existing transportation facilities, 3770. This partnership will not do. Since when did the loyalty of this country, since when did the intelligence of this country, permit the Crown to enter into partnership with men guilty of the misrepresentation of which we were the victims last session and which I have mentioned, 3771. Seven reasons given why resolution should not be adopted, 3771-2.

Boivin, G. H. (Shefford)—3717.

Extends congratulations to previous speakers, 3717. \$40,000,000 of water is given to the government for the guarantee of a loan of \$45,000,000 of cold cash, 3718. I find the amount of money expended and I find the amount of money still due. But what I do not find in that statement is the amount of money that Sir William Mackenzie and the amount of money that Sir Donald Mann took out of their own pockets and put into this enterprise, 3719. I claim that an investigation should have been held to ascertain exactly what these gentlemen have received, and why Canada is obliged to give them more, 3720. We claim on this side of the House that Canada should have a controlling interest in this road, so that we may have something to say when it comes to letting the contracts for the balance of the construction of the road, 3721. This resolution practically leaves to the Governor in Council the whole administration of this loan, 3722. The next time Mackenzie and Mann get a contract from the Canadian Northern Railway Company they will have to get a profit. If they can-

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not get it in common stock, they will have to get it in cash, 3723. Article from Montreal Gazette quoted, 3724. I merely wish to say that I am at one with the leader of the Opposition in this matter. I believe that the Canadian Northern railway should be assisted, not so much for the company itself as for the credit of Canada and for the necessity of building a third transcontinental railway, 3725.

Borden, Rt. Hon. R. L. (Prime Minister)—3659.

The Canadian Northern railway had its beginning in 1896 in the construction of 10 miles of railway in the western part of the province of Manitoba, under the charter of a company known as the Lake Manitoba Railway and Canal Company. The aid which has been granted to the company, whether in lands or in subsidies, whether by the federal government or by the provincial governments or by municipalities, is set out at pages 10 and 13 of the printed documents which are upon the table of the House, 3659. It became apparent some months ago that the enterprise could not be carried to a successful conclusion without further assistance. Statement of amount necessary to complete the road, 3660. Therefore, while there were \$58,473,982 of securities and subsidies apparently available, the difficulty with which the company found itself confronted was that, those subsidies not having been earned and the proceeds of those guaranteed securities not having been earned, it was impossible to apply those moneys to the construction of the road until further expenditures should have taken place thereon, 3661. Article from Journal of Commerce quoted, 3662. I am bound to say that the evidence which we have received, through the examination, inquiry and report of the expert auditors appointed by the government, leads us to the conclusion that not one single dollar of the moneys raised has been diverted by Sir William Mackenzie or Sir Donald Mann to any other enterprise or appropriated to any other purpose than the construction of this road, 3663. Declaration of Canadian Northern Railway Comptroller and Northern Construction Company quoted, 3664. I think it ought to be said in justice to these men that all those lands, which under the law of the land they might have retained if they had desired to do so as their own property absolutely, were not retained by them, with the exception, I believe, of one hundred thousand acres, but were placed into this enterprise, 3665. The main consideration which influenced us in placing these proposals before the House was the necessity for the completion of the road, 3666. The proposed issue of \$45,000,000 is to be made by the Canadian Northern railway and the government is to be safeguarded against any liability upon this guarantee by securities. Statement fol-

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lows, 3667. The government have thought it desirable in the public interest and for the reasons already stated, that the road should not be permitted to go into liquidation, 3668. Communications from prime ministers of four provinces quoted, 3669-70. In effect we propose to provide in the first place that a certain amount shall be available for the early and immediate completion of the road, and, if the road is not carried to completion by means of that aid, then the people of Canada, through their government and Parliament, are enabled in the most effective and vigorous way to grasp the situation, and carry to completion, for their own benefit, one of the great trans-continental railway systems of Canada, 3670. Now, I wish to come to the financial details set forth in the statement furnished by the Canadian Northern railway and verified by reports of the government's auditors. Explanation given, 3671-2.

Bristol, Edmund (Toronto Centre)—3787.

I am going to deal with Mr. Bennett's charge of reckless guarantees, 3788-3800.

Buchanan, W. A. (Medicine Hat)—3948.

What I would like to have heard and what the country would like to have heard from his lips is a statement as to the financial capacity of the Canadian Northern Railway Company and the financial abilities of the men behind that company, because that is more important to the people to-day than the financial terms of this agreement, 3948. I believe that the opinion of the people of this country is that there is nothing to be proud of in a partnership with Mackenzie and Mann or with the Canadian Northern railway, especially when it is a minor partnership in which we have no control over this concern owing to the amount of stock we hold, 3949. The sentiment of the people of Canada is that the men who control the Canadian Northern railway have made vast fortunes, 3950. We have been told that branch lines may be completed under this arrangement, 3951. Why should we give that road any more assistance unless we secure control of it either through holding a majority of the stock or by absolute ownership of the road, 3952. A great many people in this country still cling to the idea, no matter how much it may be denied, that much of the assistance which has been given the Canadian Northern by the government of this country, Dominion and provincial, has gone into other enterprises with which the Canadian Northern as a road was not related, 3953.

Burnham, J. H. (Peterborough West)—3967.

The whole system of Government, like the solar system, is proceeding towards the polar star of control, 3967. It must surely be a very severe criticism upon the functions of an opposition that, after having debated this question for nearly a week,

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the only way they can see out of the difficulty is to give it a boost into eternity, 3968. Criticism of the principle from that or by the hon. gentleman's followers is entirely unwarranted—let these hon. gentlemen dispute with their own leader and not with this government. They have endorsed the principle. Get over this political bickering and discuss the principle whether we shall save our own credit and our own selves by helping this undertaking, 3969.

Carrick, J. J. (Thunder Bay and Rainy River)—3811.

If it were not for Mackenzie and Mann and the Canadian Northern railway we would have no Port Arthur as we have it today, 3811. The credit of thousands of individual citizens, the credit of the provinces and the credit of the Dominion is so interwoven with the Canadian Northern railway that the proper solution of the problems affecting its completion is a question of paramount importance to all Canadians, 3812. Expert accountants and auditors have been sent to Toronto to look into the books, and what do they find? They find that every dollar that has been raised by the debenture issues guaranteed by the provinces and the Dominion has gone into the construction of the road and that not one single dollar of Canadian Northern railway funds has gone into Mexican, Brazilian or street railway operation, 3813. Toronto Globe quoted on business side of the question, 3814-15. What about the physical character of the Canadian Northern railway? Has it a good road bed? Is it well constructed? 3816. I think Mackenzie and Mann are entitled to the earnest consideration of this Government. During the past twenty years they have been one of the greatest factors in the development and prosperity of Canada, 3817.

Carvell, F. B. (Carleton, N.B.)—3912.

Two and a half years of Tory rule in Canada have seen a wonderful transformation in the actual conditions, 3912. I feel that it is unnecessary that I should say anything uncomplimentary about Mackenzie and Mann or about any other person in discussing these resolutions, 3913. These men have been referred to as patriots: these men who have almost buccaneered \$200,000,000 out of the people of Canada, 3914. Perhaps you might say that it would be only fair that I should state what my own views are on this matter, and for fear that any one should claim that I am not frank in discussing it, I wish to admit that this matter has assumed such gigantic proportions that I do not see how the government of Canada can do otherwise than do something in order to prevent the enterprise going entirely to smash, because that would be a very serious matter for Canada. I now want to discuss very briefly the scheme proposed by the government, 3915-16. But you have the enormous sum of

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\$141,000,000 of debts due by this concern; and they are asking this government to step into the breach and become the junior partner, 3917. It seems to me that the very least that Mr. Meighen could have done was to try and make Mackenzie and Mann personally responsible for at least seeing that these debts were paid, 3918. Let me show you wherein the government are being buncoed, because I do not think any other word will express my meaning so clearly, 3919. All this money is handed over by Mackenzie and Mann and the Canadian Northern Railway Company, to Mackenzie and Mann as a contracting company, and neither of them has built a mile of road, 3920. Why do they create these subsidiary companies, if it is not to make money out of them? 3921. What I am complaining about is that we have not a statement before us at the present time which justifies us in giving them the money, 3922. Let me now come back to the financial statement on page 10, 3923-6. We are taking over a road of that character and are agreeing to pay fixed charges up to pretty nearly \$35,000 a mile, 3927. When you see the blunders made by hon. gentlemen opposite, when you see how Mr. Z. A. Lash has taken these hon. gentlemen into camp and disposed of the whole of them, when you see the great benefits that he will get out of it as contrasted with what we get out of it, if you have any interest in this country you must find it a fascinating subject, 3928. I say that we ought to have some light on this subject. We ought to have an investigation, 3929.

Charlton, W. A. (Norfolk)—3998.

The history of great railroad men referred to, 3998-9. I am in favour of having these resolutions go to the committee, 4000.

Foster, A. DeWitt (Kings, N.S.)—3983.

It does seem to me that the spirit in which the resolutions were brought before us was the proper spirit for the introduction of such resolutions to the House and to the country, 3983. Probably 75,000 or 80,000 men in the old country have put their money into this Canadian Northern proposition, realizing that it was backed by the government of Canada, 3984. I want now to address myself for a few moments to a point which I think was admirably taken by Mr. R. B. Bennett, and that is, the question of whether or not this country, with its seven millions of people, is in a position to support three transcontinental railroads with an aggregate of thirty-three thousands miles of rails? 3985-6. I accept the resolution as brought down to this House as the best bargain with a railway company, or other company, ever made by a government in Canada and submitted to Parliament, 3987.

German, W. M. (Welland).

I think there should have been a very much more sweeping investigation by the Gov-

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ernment than there has been, as to whether or not this \$45,000,000 will be sufficient to complete this Canadian Northern Railway system, 3896. I feel that the people of Canada are getting tired of this continual bleeding of the finances of Canada for the exploitation of railway charters, 3897. If this concern, as the Prime Minister and the Solicitor General have said, is insolvent, I cannot for myself understand where they can get security for the moneys which they propose to advance, 3898. There should be a full, frank and complete investigation of these whole proceedings, and if these men have had profits unduly, and if the moneys have been devoted to purposes for which they should not have been used, this Parliament should be fully seized of all those facts, 3899. They have not paid one dollar of their own money for any of this stock, which they have acquired through their manipulation of railroad charters; and I venture to say that if Messrs. Mackenzie and Mann were placed on the stand, under oath, neither of them would swear that they had paid one dollar of their own money for any of this stock, 3900. I am free to say that, so far as these companies themselves are concerned, the Government has taken security on everything they have in the way of corporate property, but, notwithstanding that, I claim that the statement of the right hon. leader of the Opposition that these securities are illusory is well founded, 3901. I think I can suggest something more that they can do and do to advantage, 3902-3. I submit that it is of the greatest importance that the Government should have control before they go further with these resolutions. I say further, that the consideration of the resolutions should be postponed until there is a thorough and complete investigation of the dealings of Mackenzie and Mann with these enterprises from the beginning, and as to whether or not there has been any misappropriation of funds as is alleged very openly throughout the country, 3904.

Graham, Hon. G. P. (Renfrew South)—3800.

Canadian transportation problem briefly referred to, 3800-01. I believe that the completion of this road must not only be stopped, but it must not be delayed. I go, perhaps, a little further than some of my friends; I say that I am not in favour of putting the company into liquidation, 3802. It struck me, in reading over the agreement, that perhaps the Canadian Northern people had more in the back of their heads than one might think when they obtained this arrangement for running rights over Government railways, 3803. I think I am not going astray when I say that the securities offered to the Government are not securities at all in the real sense of the term, 3804. We have been told that the Government, under this resolution, are getting \$40,000,000 of stock. That is not

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correct. The Government, under this resolution, are getting \$33,000,000 of stock, 3805. I come now to the traffic arrangement, 3805-7. Let me now turn to some of the securities of 1911, 3807-9. Messrs. Mackenzie, Mann and Lash, be their property great or be it small, take their share in this undertaking by pledging every dollar of personal property they have for the completion of this line, and then we shall step in and do something too, 3810. My contention is that the Government ought to insist on control until the work is completed and the operation of the Canadian Northern railway begun from ocean to ocean, 3811.

Lapointe, E. (Kamouraska)—3970.

Before binding us irretrievably to such a gigantic enterprise, before entering into further agreements with the Canadian Northern Company, the Government is in duty bound to require full explanations and a clear statement of the liabilities, 3970. Let us clear the road. And to start with, let us do away with the originators of the disaster, let us get rid of Mackenzie and Mann, 3971. I say that besides incurring immense liabilities, the Government endorses a wrong principle by making the Government enter as a partner in a private undertaking. The State should not be a party to any private venture; it should regulate, control and supervise all of them, 3972.

Lancot, Roch (Laprairie and Napierville)—3988.

The report of commissioners on N.T.R. referred to, 3988. In the present case, if the government demanded that the personal property of Mackenzie and Mann should be put in as a first-class guarantee, I would not object, as far as I am concerned, to this government being second endorser, 3989. I am moderate in stating that it will take at least \$100,000,000 to put this line in a proper condition. This being added to the \$500,000,000, the road will have cost \$600,000,000, and the country will be almost sure to take it over some day or other, 3990.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3672.

The beginnings of the railway system which we are now considering were certainly very modest, and I doubt if even its projectors, thought at that time that their system would attain the proportions which it has since attained, 3672. It has been current in the corridors of this House, in clubs, in the streets, and in the press all over the country, that the Canadian Northern Company was stranded financially, that the owners of it could not advance any more—nay, that there were against them millions upon millions of liabilities due to their contractors, to their furnishers, to the banks, which they were unable to meet, 3672. There-

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fore it is very plain that not a dollar of the money which is to be raised upon our credit is to go to discharge the liabilities of Messrs. Mackenzie and Mann or of the Canadian Northern railway at the present moment, 3674. So that, according to the language which I have just quoted, the main object of the government in asking for this credit is to unite the different companies which at present are already under the ownership of Messrs. Mackenzie and Mann, 3675. But there is something more serious. For this charge of \$45,000,000 which we are asked to vote to the Canadian Northern Railway Company, what security do we get? I submit with all confidence that the mortgage which we get as security is altogether illusory. Is my language too strong? Let me analyse what it means, 3676-9. Another objection I have to make to this agreement, one that is, perhaps, of a more serious nature, is with regard to the provisions respecting tolls and interchange of traffic, 3679. The C.N.R. agreement with Government of B.C. re control of tolls referred to and agreement quoted, 3680. Each of these companies has its own rights, and these rights cannot be interfered with except by agreement; therefore every arrangement regarding interchange of traffic made between them must be subject to the existing agreement between the province of British Columbia and the Canadian Northern Pacific, 3681. I have to repeat that the interest of the country is not served by the present resolutions, and as they stand it will become the duty of the Opposition to oppose them from first to last, 3682.

Lemieux, Hon. R. (Rouville)—3991.

The Liberal party take their orders from the people. They do not take their orders from corporate interests; and their orders at the present moment are to oppose this hasty legislation. I will go so far as to say that even if these resolutions were justified in the least, it is too late now to deal intelligently with them and it is improper to seek to get the endorsement of the House of Commons, because it is not sufficiently informed to pass judgment on the matter, 3991. We are coolly asked to join in a bargain with culprits let out on suspended sentence and who will again come before this House; yet such is the faith of a good Tory that we must give them another last chance, 3992. We were deceived last year when we were assured that \$15,000,000 would be the last assistance of that kind. I do not intend this year to accept the promise of the Government that this will be the end of all assistance required to build the Canadian Northern railway, 3993. I am unprejudiced, therefore, when I say that the people are opposed to this hazardous venture, or, to use the words of Disraeli: to taking this extraordinary leap in the dark, 3994. Recollections of Sir

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Charles Tupper on the vicissitudes of the C.P.R. quoted, 3995. What are the facts in the present instance? The promoters of the Canadian Northern railway are said to be millionaires, 3996. Let us consider what this country has been doing for Mackenzie and Mann, 3997.

Macdonald, E. M. (Pictou)—3818.

We are in a peculiar position in the consideration of this measure, 3818. I venture to say there has never been a Minister of Finance since Confederation who has been guilty of such gross negligence and disregard of the interest of Canada as the present Minister of Finance was when he allowed himself to be deceived by these people last year, and when he allowed them to palm off on him this \$7,000,000 worth of stock that never existed until the printing press was started once more, 3819. Sir William Mackenzie's letter quoted in regard to aid, 3820. When Sir William Mackenzie stated to the Prime Minister last year that with \$15,000,000 he would complete the railway why should he be given more money now for that purpose merely on his statement that it was 'essential' he should have the money? 3821. What is the situation? I wish to give some figures, and I hope the hon. Solicitor General will correct me if I am wrong, 3823-6. Sir Wm. Mackenzie's letter as to exchange of traffic quoted, 3826-7. Now, the Canadian Northern railway, as I have stated, had been for years yearning to get the Atlantic connection for their railway, 3828. Mr. Lash, the astute solicitor, provides in this agreement that if default is had and the country comes to the conclusion that it is not possible for the Canadian Northern to pay the interest upon its bonds and that it must go into the hands of a receiver, there shall be given to them a further lease of life, 3829. We are told in the Conservative press that this agreement was so cleverly drawn, so ably dealt with, that it was impossible for any other man in the Dominion of Canada than the Solicitor General to fool Mr. Zebulon A. Lash, with the same astuteness, 3830. Why, if the people are going to pay for a railway should they not own and operate it, 3831. We are asked to commit ourselves absolutely to finance this proposition for all time to come, because that is what it means; and, financing this proposition to permit the gentlemen who are in control of the Canadian Northern to-day to spend the money after we have provided it, 3832. Toronto Evening Telegram quoted *re* Mr. Nickle's attitude, 3833.

Macleay, W. F. (York South)—3974.

I believe the credit of Canada would be greatly injured if this company and this proposition were allowed to go down at the present time; and if that is the case the amendment does not meet the situation, 3974. I would like to see provision made in this resolution whereby we

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would have an option on the 60 per cent of the capital stock that the proprietors still hold, 3975. The question of public ownership of railroads referred to, 3975-7. I have pointed out to this House on several occasions that the increase in the capital stock of the Canadian Pacific railway was against the public interest and that it ought to be controlled, 3978. The rapid and quick cure and the way to bring about an equalization of the rates is to have a national road under the control of Parliament and of the people, 3979.

McCrea, F. W. (Sherbrooke)—3972.

It appears to me that Messrs. Mackenzie and Mann started out to build a transcontinental railway with public money. They have got all the money they could from all sources but the road is not yet completed and they have come back to this Government and asked for more assistance, 3972. So it appears to me that when Messrs. Mackenzie and Mann, owners, let the contract to Messrs. Mackenzie and Mann, contractors, without competition, the work to be supervised, examined and looked after by their own engineer, and the classification to be by their engineers, it is very necessary to examine into all these matters with great care and to see if the money that this country has paid from all sources has been legitimately and honestly expended in the construction of this road, 3973. It seems to me that Mackenzie and Mann must have received a profit or rake-off out of their railway construction, 3974.

Meighen, Hon. Arthur (Solicitor General)—3682.

The seal of this country was put upon the third transcontinental system, indelibly and irrevocably, in 1911 by the late Liberal Government, 3682. The country is committed to it whether it be a success or a failure, and we are bound in justice to its bond-holders, but far more so in justice to the people of this country, to see that transcontinental railway to completion, 3683. But the fact remains that the system at present stands in a position where it cannot, in the nature of things, be made a paying investment, be made to turn the way of success and away from the road to failure, unless funds are provided to take care of the completion of that road, 3684. What do the resolutions say? They say that, before any guarantee is given, all these allied companies must have their various stocks passed to the trustee as security, the beneficial interest subject to that mortgage being in the Canadian Northern road, 3685. We have done everything we can to get the mortgage right down on all the assets left of all the companies that are there. Those assets are tremendous assets, 3686. We have the stocks of eighteen companies—the stocks clear of incumbrance—we have the stocks and bonds of eleven more com-

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panies subject to the mortgage of 1903, and we have a mortgage on the Canadian Northern Railway western lines subject to the mortgages on the physical lines and properties themselves, 3687. We have left nothing out that we could get or to which we would rightfully be entitled, even were the companies amalgamated; so that, in so far as security is concerned, no object can be served by amalgamation, 3688. I venture to say that not a railway system in the world has amalgamated within it as part of one company, all the assets of as many individual companies as come into this system under the present arrangement, 3689. I would ask, as a last word, that I be allowed to impress on the right hon. gentleman that while we have, under this arrangement, retained all the advantages of the individual identities of the company, we have not incurred one single obstacle, we have not injected into the agreement one single weakness or impaired our security one jot, by failing to amalgamate the road, 3690. The total subsidies which the Canadian Northern railway and allied companies have received come to about \$25,000,000, 3691. And now the right hon. gentleman says that we are not justified at all in letting Mackenzie, Mann and Company away with a paltry \$40,000,000 of stock as compensation for our guarantee. We have a two-fifths proprietorship in the Canadian Northern absolutely, come what may, 3692. We provide though that Parliament in days to come, should there be default, shall have in its own hands the power to put in directors of the road, and we clothe the directors so appointed with full power to sell that road to any corporation established by the Parliament of this country for the purpose of taking over the road, 3693. Not only will the clause never be acted upon, so far as any one can see, with regard to the Canadian Northern Pacific; but if it were acted upon, it would not have the effect for one minute of impairing in the slightest degree the control of the Railway Commission as to rates, 3694.

Neely, D. B. (Humboldt)—4000.

In my judgment this question ought to be considered by this House as a straight business proposition, 4000. The history of the Canadian Northern railway and its assistance in opening up the West referred to, 4001. I have said that this legislation, in my judgment, offers no encouragement to the people of the prairie provinces who want to see money expended in the building and betterment of branch lines in our provinces, 4002. I know there is a sentiment in the prairie provinces in favour of the Government of Canada doing something to assist the Canadian Northern railway. We, in my part of the country at least, do not want to see this great enterprise fall to the ground, 4003. Mr. Mitchell was controller of the Canadian Northern railway

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then, I understand, and the statement was presented to the House that \$15,000,000 would complete the road. Yet we have the statement from the same quarter this year that we must give them a further \$45,000,000 to complete the road, 4004. What is this \$40,000,000 worth to the people of this country? Has the common stock of the Canadian Northern railway any market value? Admittedly this railway is at the present time in a bankrupt position, 4005-6. I lay it at the door of this Government that, having decided to give aid to the Canadian Northern, they have attached such conditions to this aid, that I find it absolutely impossible to give my support to the resolutions that are before the House, 4007.

Nesbitt, E. W. (Oxford North)—3833.

If all we have heard about Mackenzie and Mann is true, they certainly are entitled to a great deal of admiration for the ability they have shown, to say the least, 3833. I would like to refer to the stocks that have been transferred to the Canadian Northern Railway Company under this agreement, 3834-5. If the Canadian Northern railway, no matter by whom controlled, is able to carry its enterprise to a success, every one would be willing that they should make well out of it, 3836. If Mackenzie and Mann have the ability attributed to them by the various speakers during the course of this debate, then I say that if we search the country with any kind of comb we will be unable to find any one more capable of carrying on this work after it is completed than they are. I believe that the Canadian Northern railway, properly handled after it is finished, will not only earn interest on the securities that are against it but will earn more than sufficient to pay interest on the securities and give a reasonable rate for freight both east and west as well, 3837.

Nickle, W. F. (Kingston)—3696.

But I am not willing to admit that it is necessary to the solidarity of party government that the crack of the party whip should be so loud and its sting so sharp that individual responsibility should be absolutely abrogated, 3696. Surely it would have been the wiser plan to have incorporated the National Transcontinental and the Canadian Northern Railway system into one road. It would have been more economical and certainly it would have served equally well the national and political outlook. I want to look back a little into the history of the Canadian Northern railway. I should like this country to understand just how this undertaking has been organized and managed, 3697-3701. I now wish to draw the attention of the country to the aid this railway company has had, and while one does not want to say unpleasant things it is hardly fair to the people of

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Canada to issue such a misleading statement as the Canadian Northern railway people have issued to the people of this country through the recent blue book laid on the table of the House, 3701-4. Mr. Phippen and Mr. Smithers quoted in regard to freight rates, 3704-6. The Conservative party, as I understand it, were pledged to Government ownership and Government control. In the debate that took place in this House in 1903, the right hon. leader of the Government of to-day made the remark: I do not shrink from Government ownership and Government operation, 3707. My reason for advocating that the Government should take over these roads is that I believe that the problem for Canada is: Can we not develop some transportation solution that will place in the western provinces the raw material of the East so that we may have manufactories in the West, 3708. Mr. Phippen before the Railway Commission quoted, 3709. Kingston Whig quoted as to threats by Sir William Mackenzie, 3710. I would sooner go down to defeat in Kingston, if I am a candidate in the next election, than I would be in Mackenzie's shoes and so far forget the order to which I belonged as to adopt the tactics of the South African savage and blow a poisoned dart into the back of an unsuspecting enemy, 3711. Quotations from the inquiry before the Board of Railway Commissioners, 3712. The Solicitor General has bailed out \$58,000,000, and he has brought it down to \$100,000,000. What does that mean? That is Mackenzie and Mann's price as promoters for carrying on this work, acting as financial agents, acting as constructive agents. That is their price for their services for all these years' work, 3713.

Oliver, Hon. Frank (Edmonton)—3773.

I note that when the right hon Prime Minister was making his presentation of this case he took occasion to remind the House that it was the Liberal government, by their action in 1911, that committed Canada to the Canadian Northern system as a transcontinental enterprise, 3773-5. I have already said that the provinces of Alberta and Saskatchewan, and other provinces, have joined with the Dominion government in carrying forward the Canadian Northern railway enterprise by guaranteeing the bonds of branch lines. This is a matter of intense importance to the people of those provinces and to their governments, 3776. I do not know why this Parliament is voting money unless it is to see that the money that is owing by the company is paid, 3777. If the company defaults, we want to know the position that will be taken by the Dominion government in regard to the carrying forward of these enterprises and in regard to dealing with the securities held by the provinces upon them, 3778. I have given the matter

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some study, and my conclusion is that this resolution is a purposely involved attempt to establish a controlling junior partnership with an insolvent debtor, 3779. What I am arguing is that this government has absolutely deceived or attempted to deceive the public in regard to their position towards this company and with regard to the result of the action that is to be taken, 3780. This resolution states that it is to be increased to \$100,000,000 and that difference is to be handed over to Messrs. Mackenzie and Mann; and yet they have sent the statement throughout all Canada that they had decreased the stock of the Canadian Northern railway, 3781. I maintain that if this resolution has a purpose at all, it is to see that the debts of the company are paid, and it is not making that provision, 3783.

Pacaud, L. T. (Megantic)—3979.

It is our first duty as representatives of the people to see what this new partnership means for the people; for we know just what we are going to pay, but we do not know so fully what we are to receive for our money. If we give assistance that assistance should be coupled with an assurance that the money which we are voting will be used to pay the debts, to complete the line so that these gentlemen will never have to again return to this House for further assistance, 3981.

Pardee, F. F. (Lambton West)—3953.

The one thing this House has to consider is whether or not this bargain is a good one. The Minister of Finance may, if he sees fit, split hairs on the question of partnership, 3953. We have only security upon property, and that is the Brockville road, upon which we get a first mortgage. I defy Mackenzie and Mann to stand on the floor of this House and tell us how many mortgages and encumbrances there are on the rest of the stock offered to us. From beginning to end the Canadian Northern railway has got out of the people of Canada, besides \$70,000,000 from the rural municipalities, \$337,100,000. Do they need consideration? Do they need still to be nourished? 3954. When you consider the fact that the moneys that are to be advanced and have been advanced, represent a liability for every man, woman and child in Canada of \$26, with a benefit coming back of only \$5 in the shape of worthless stock, you realize exactly to what length the government of this country has gone, 3955. But far be it from Mackenzie and Mann to advance one single dollar of their own personal security, and in the agreement, as drawn with the government, mighty good care is taken that Mackenzie and Mann should be clear so far as their personal securities are concerned, 3956.

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Smith, Wm. (Ontario South)—3838.

Has this railway ever done anything for us? Men were able to perform their homestead duties and work upon the railroad, and out of their savings they purchased implements and live stock, and many of these men became the principal agriculturists of the great Northwest, 3838. I wish to draw the attention of the House to the fact that, in the older and more settled portions of Ontario, the Canadian Northern railway has been doing splendid work, 3839.

Verville, A. (Maisonneuve)—3981.

If we are to grant the guarantee of \$45,000,000 to this company, or I might say to two men, why not go a little further and establish immediately the public ownership of railways in Canada? 3981. If there is one reason more than another why I object to Mackenzie and Mann coming to this House, it is because they are members of this get-rich-quick society. They are responsible for the much talked of coal strike on Vancouver Island, 3982. I want to go on record as being against this proposition for the reasons I have just mentioned. I do not want to be charged by the people of this country with having gone into partnership with Mackenzie and Mann. I would rather go into partnership with anybody else than these gentlemen, 3983.

White, Hon. W. T. (Minister of Finance)—3929.

This country has resources illimitable; wealth beyond the dreams of avarice for those who will succeed in it, 3930. Let us see what happened with regard to this issue of stock certificates for 70,000 fully-paid shares of the Canadian Northern Railway Company stock. There was absolutely no deception of this House on the part of either the Canadian Northern Railway Company or Mackenzie, Mann and Company, 3931-2. I say it is unthinkable that the Canadian Northern railway, with these thirty subsidiary companies, railway, express, telegraph, steamship line and terminal companies, shall be allowed to go into the hands of a receiver, having regard to the interest that I have described of the Dominion and of the provincial governments in the road, and to the importance of the continuance of the activities of this system to all the manufacturing and business interests in Canada, 3933. I venture to say that no question that has ever come before a government of Canada has received more profound and more serious consideration than this application of the Canadian Northern Railway Company for aid, 3934. The cost of the G.T.P. referred to, 3935. The government has reached the conclusion that it is its duty to give assistance to this road and to meet its request for a guarantee of \$45,000,000 for its completion, 3936-7. Some hon. gentlemen have asked: why is the Canadian Northern railway financed through individual and separate companies? Well, Mr. Speaker, that is as

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plain as noonday; there is no other method under which they could have financed. Let me explain, 3937-8. There is one other point which I wish to touch upon, because I desire to clean this matter right up. I refer to the stock issue, 3939-40. I point out that once the aid is given, once the road is on its way to completion, with the prospect of the earnings that its directors and management expect, this debenture stock, which has not lately been saleable, will become saleable, 3941-2. I have dealt with the question of securities, and come now to the question of remedy upon default, 3943. Parliament will act, and my hon. friend is simply begging the question when he says that Parliament will not act. I ask him, in what better form this transaction could be left, so far as the realization of this security is concerned, than by providing that the property of these companies shall be at the disposal of parliament, 3944. What is the status of a partnership? Is it community of interest, is it giving guarantees for subsidies that constitutes a partnership? Let us see how that works out, 3945-7. We have not had to deal with an hypothesis, we have had to deal with an actual condition. It is easy to criticise but it is hard to create, and the government must take constructive action notwithstanding any criticism that may be brought against it, 3948.

House in Committee on resolution.—*Mr. Borden*, 4009.

Borden, Rt. Hon. R. L. (Prime Minister)—4009.

I see nothing of the extraordinary character which my hon. friend finds in the proposal, 4010. So far as the agreement is concerned in which Sir William Mackenzie and Sir Donald Mann are personally and individually made parties, the mere proviso of the clause of the agreement will indicate reasons why they should be parties in that way, 4012. We realize that Mackenzie and Mann must pledge their own assets to a certain extent; indeed, to a very large extent and we have provided by this agreement that they shall do that, 4015.

Carvell, F. B. (Carleton, N.B.)—4011.

If these constituent companies and subsidiary companies are all allowed to stand as they are now, then we are giving Mackenzie and Mann the right to bring into this system anything whatever, no matter whether it be a railway company, bridge company, a coal mine or anything else, 4011-12. Why do the Solicitor General and the leader of the House object to Mackenzie and Mann personally becoming responsible to pay these debts? 4018.

German, W. M. (Welland)—4013.

Sir William Mackenzie and Sir Donald Mann individually may have enormous

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wealth without having any personal liability in respect of this corporate institution, 4013.

Graham, Hon. G. P. (Renfrew South)—4010.

Refers to running rights over I.C.R. and asks if under this clause the C.N.R. could lease the best of the branch lines, 4010.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4010.

You are giving to the Governor in Council the power to bring any such company into the system, and Parliament has no power to exercise any control over the will of the Governor in Council.

Lemieux, Hon. R. (Rouville)—4015.

Thinks there should be an investigation in regard to Mackenzie and Mann's personal property, 4015.

Macdonald, E. M. (Pictou)—4009.

It is manifest that this particular interpretation clause is put in there for some definite object, 4009.

Meighen, Hon. Arthur (Solicitor General)—4009.

There is no provision in the resolution defining under what circumstances a company can be declared by Order in Council to be a constituent or subsidiary company, 4009. Asks why a difference has been made between constituent and subsidiary companies, 4011. When was it first promulgated by the Liberal party or by the hon. member for Rouville that these railway companies should not be assisted by subsidies or by guarantees unless they were owned by men who had absolutely no other possessions whatever outside the railway company? 4015. Gives details as to what Mackenzie and Mann have pledged, 4015-19.

Murphy, Hon. Charles (Russell)—4013.

I do not think it would be going too far if we asked that in the definition of the word 'contractors' there should also be included the Northern Construction Company, 4013.

House again in Committee on resolution.—Mr. Borden, 4025.

Boivin, G. H. (Shefford)—4054.

Refers to figures mentioned in blue book at page 43, 4054-5.

Borden, Rt. Hon. R. L. (Prime Minister)—4028.

I have understood hon. gentlemen opposite to argue very strongly that our security is absolutely valueless, but if it is valueless how can the stock be valuable, 4028. Hon. gentlemen opposite are very critical, but if they would direct their attention upon the results of some of their own enterprises they might be inclined to give more consideration to the suggestions which I made a little time

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ago, 4037. I do not quite see the point of my hon. friend from Welland, when he asserts that this company will be more tied up and more restricted in respect to its future efforts to raise money outside of government aid than the Grand Trunk Pacific Railway Company will, 4041. Contrasts securities given by Mackenzie and Mann to those secured by the late government in 1911, 4062-3. Describes conditions when guarantee was given in 1911, 4064-5. Reply to Mr. Oliver's criticisms, 4083.

Carroll, W. F. (Cape Breton South)—4081.

Resolution of Sydney board of trade quoted, and adds that he believes investigation should be held into Mackenzie and Mann's railway dealings right from the start, 4081-2.

Chisholm, A. W. (Inverness)—4080.

Asks if properties in Inverness county are included, 4080.

German, W. M. (Welland)—4039.

I want to call my right hon. friend's attention to the fact that when this agreement is completed, if it is completed on the basis outlined in this resolution, the Canadian Northern railway cannot borrow money in the open market, 4039. Assuming that it costs, as good railwaymen say it will cost, \$150,000,000 to complete and put it at the standard of a transcontinental railway, where is the other \$50,000,000 to come from, 4040. Refers to statements on pages 26 and 27 of blue book, 4055-6. Statutes of 1899 quoted as to Canadian Northern railway, 4072-3.

Graham, Hon. G. P. (Renfrew South)—4038.

I shall have to vote against this first clause in order to make my position on the question perfectly clear, 4038.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4026.

The stocks of all the companies which go into the system are pledged as security for this \$45,000,000, but the stock of the Niagara Company is not pledged. What is the reason, 4026. The mortgage has value only when the property has earned a profit, and the profit will in the first place go to the owner of the mortgage, and after that to the owner of the stock, 4028. Criticises amount required to complete the road, 4056-7. Alludes to subsidies of 1911-12, 4063-5.

Macdonald, E. M. (Pictou)—4032.

Utterances of the Minister of Finance at last session *re* issue of \$7,000,000 of stock quoted, 4032-3. We were told with great flare of trumpets in the preliminary notices given to the country that the capital stock of the Canadian Northern was \$100,000,000. That was, as a matter of fact, a misleading statement, 4034. To the proposal that there should be a full and complete investigation into this whole question, I cannot conceive what

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answer can possibly be made from the other side, 4035. We do not know who these contractors are, other than the fact that they are the Mackenzie and Mann Company, Limited, 4036. Replies to the Minister of Finance on the \$7,000,000 stock issue, 4050-2.

Meighen, Hon. Arthur (Solicitor General)—4025.

The Niagara, St. Catharines and Toronto railway is to be transferred to the Canadian Northern system, 4025. I have already argued that we have taken security on all the assets of the company, that we have fixed our mortgages on everything that the company possesses and much that the company do not possess; and the hon. member has been free to admit that we have taken a mortgage on all their assets that we could get, 4027. Gives assurance that the 21 millions owing will be paid before the \$45,000,000 go to the company, 4054. Explanation of statements at pages 26 and 27 of blue-book and other questions answered and explanations given, 4056-79. Answers the very numerous criticisms of the opposition, 4069-79.

Neely, D. B. (Humboldt)—4071.

Thinks that the information of Solicitor General as to the private affairs of Mackenzie and Mann is not sufficient, 4071-2. Town sites properties referred to, 4076-7.

Oliver, Hon. Frank (Edmonton)—4083.

Inquires if detailed statement has been made of liabilities that have to be met, 4083-9.

Pardee, F. F. (Lambton West)—4037.

When you take into account the floating indebtedness and outstanding liabilities that will have to be paid immediately, I think I am safe in saying that the \$45,000,000 will simply be absorbed at once, and that we will have the Canadian Northern on our hands again in practically the same condition as now, 4037. Refers to personal securities of Mackenzie and Mann and thinks they should be included in agreement, 4068-70.

Pugsley, Hon. Wm. (St. John City)—4028.

It seems to me that there is very great objection to providing for an issue of upwards of \$100,000,000 of stock, or possibly \$125,000,000, by a company which admittedly to-day is bankrupt, 4028. The Canadian Northern stock is held by Mackenzie and Mann themselves, and in that respect it is unlike the stock of other great corporations which is distributed, 4029. It is an utterly indefensible thing to issue this vast amount of stock and then to ask this Parliament to declare that it shall be regarded as paid-up and non-assessable, 4030. The stock was water stock pure and simple, 4031. The people of Canada, in getting the \$7,000,000 worth of stock, which was simply turned off the printing press without consideration, did not get that which Par-

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liament was assured the government would get, 4042. There is another extraordinary provision in the resolution, and I think when I call your attention to it, Mr. Chairman, you will see that the words of praise that were bestowed on Mr. Lash by the Minister of Finance were well deserved, because he has 'put it all over' this government in the clause to which I am about to refer, 4043-5. Mackenzie and Mann and the Canadian Northern railway construction and other criticisms, 4058-79.

White, Hon. W. T. (Minister of Finance)—4045.

I think that I can relieve my hon. friend's mind of the burden with which it appears to be oppressed with regard to this \$7,000,000 of fully paid stock which he says or implies is illusory and was supplied by the printing presses of the Canadian Northern Railway Company, 4045-50.

House again in Committee on resolution.—
Mr. Borden, 4216.

Borden, Rt. Hon. R. L. (Prime Minister)—4221.

Assures Mr. Chisholm that careful attention will be given to his representations 4221. My hon. friend's suggestion that either the Canadian Northern Railway Company or Mackenzie, Mann and Company, Limited, should desire to sell these lands for less than they are worth, in view of the fact that the company and Mackenzie and Mann, Limited, are interested in the proceeds, is really more than I can comprehend, 4222. Promises consideration of Mr. Carroll's suggestions, 4227. In addition to that, as my hon. friend has already observed, and as has been pointed out in the discussion, we have exacted three stipulations in connection with this arrangement which, I think, were not exacted in 1884, 4233-4. Answers criticisms of Mr. Carvell, 4235-39. Expert auditors were employed to make a detailed examination and we found from their report that there was no ground for suspicion that any portion of the money had been diverted, 4240. In taking security from these gentlemen to provide for this \$28,000,000, we have gone infinitely farther than any previous government has ever gone in an engagements of opposition speakers, 4266-81. criticisms of opposition speakers, 4266-81.

Carroll, W. F. (Cape Breton South)—4227.

Reference made to the strike in the Canadian collieries, B.C., 4227.

Carvell, F. B. (Carleton, N.B.)—4235.

The government should be in a position to let us know whether Mackenzie and Mann, Limited, are of any financial value, or whether they are simply an organized company, 4235. When these gentlemen come here for this enormous guarantee of \$45,000,000, very likely to

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be followed by another guarantee within the next year, or so, why does the government absolutely refuse to make Mackenzie and Mann personally liable, 4236. Personally, I think they should be made responsible for the whole \$45,000,000, because after all we are putting up the money to protect their property, 4237. Where has he anything in these resolutions upon which the Bill will be founded by which he can compel Mackenzie and Mann to come in and become personally responsible if they refuse to do so? 4238.

Chisholm, W. A. (Inverness)—4219.

Refers to the importance of the Inverness road to the Canadian Northern railway, 4219-21.

Clark, Michael (Red Deer)—4239.

If I rightly understand my right hon. friend, he has given us the assurance that, in so far as the government is concerned, any property which these men hold in their individual capacity will be called upon, if need be, 4240.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4225.

If it is the intention that the Niagara Company shall be included in the mortgage, it should be mentioned also, it cannot be held to be mortgaged unless it is mentioned, 4225. As I read the resolution, it is intended that we shall have a mortgage on all the subsidiary companies which are parties to this contract, 4226-32. It is a matter of record that in 1884 the promoters of the Canadian Pacific railway pledged their own personal credit to the fullest amount in order to carry out the enterprise, 4234. We are not making Sir William Mackenzie and Sir Donald Mann personally parties to the agreement to refund the \$45,000,000, 4241. As I read the resolution, the \$81,000,000 stock of the subsidiary companies becomes the property of the parent company, the Canadian Northern railway, 4260-1. The company have it in their power to sell that stock and put it as a charge against the road, 4263. Sec. 4 criticised, 4273. Sec. 5, 6 and 10 criticised, 4274-82.

Macdonald, E. M. (Pictou)—4244.

The banks have a margin of \$3,000,000 over and above the loans which have been made, 4244. Thinks it unfortunate that information in regard to value of securities has not been furnished, 4245.

Meighen, Hon. Arthur (Solicitor General)—4217.

In the course of my explanation, if I remember my remarks correctly, I did state that the other townsites in British Columbia were included. That I believed to be correct, and I still believe that to be correct, 4218. Replies to Mr. Pugsley's remarks, 4223-4. Reply to Sir Wilfrid's remarks, 4225-6. Other speakers reply to and questions answered, 4228-92.

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Oliver, Hon. Frank (Edmonton)—4259.

While I do not attach any importance in connection with this agreement to the so-called securities that are taken, I merely want to point out what to my mind is a glaring case in which what is presented to the public as a security is really a liability; it is no security at all, 4259. The fact that those shares are owned by the Canadian Northern and that the Canadian Northern is under a certain agreement with this government has no more to do with the case than if I owned the shares, 4262. The Minister of Finance objects to the assertion that a partnership is involved, 4266. What is there wrong in making terms with Mackenzie and Mann? If we are to supply the money why should we not dictate the terms, 4271-2.

Pugsley, Hon. Wm. (St. John City)—4216.

I have taken occasion to examine that mortgage and I find that the only townsite in British Columbia mentioned is Port Mann, 4216. Sec. 15, paragraph c quoted, 4217. The right to withdraw the land in the townsites referred to, 4221-25. The securities issued by the Canadian Northern Railway system are placed at \$312,818,910.42; whereas the total proceeds of these securities are given as \$246,768,389.16. In other words, there is a difference of something like \$70,000,000, 4228. If the stock belongs to Mackenzie, Mann and Company, having been received by them for their services, and if they have got nothing else for their services, how is it held in trust for the Canadian Northern, 4249. Thinks Solicitor General is not looking ahead sufficiently, 4263-4. The provision that the government shall become the owner of two-fifths of the stock of the Canadian Northern Railway Company. Call it what you like, the effect is that the government enters into partnership with Mackenzie, Mann and Company, Limited, in this enterprise; Mackenzie, Mann and Company, Limited, are to own three-fifths of the stock and the government are to own two-fifths, 4267-70.

House again in Committee on resolution.—Mr. Borden, 4296.

Borden, Rt. Hon. R. L. (Prime Minister)—4300.

Explanation of section 14, 4300. Section deals not only with the acquisition of shares but with the acquisition of securities as well, 4307. I do not see how you can provide for all these things in advance, and I think my hon. friend is sufficiently safeguarded by the fact that Parliament must consider the proposition before it is carried out, 4323. Might I interrupt my right hon. friend to tell him what the clause was intended to mean and what, I think, it does mean, 4330-1. I am rather disposed to consider favourably the amendment, but perhaps my

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hon. friend overlooks the fact that this provision does not give to the Canadian Northern any prior rights, 4332.

Carvell, F. B. (Carleton, N.B.)—4308.

The more the right hon. the Prime Minister attempts to explain it the more difficult he makes it for the Solicitor General, 4308.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4298.

Remarks on section 14, 4298-9. This brings us to the question which was asked yesterday in the House as to the power of this Parliament over the traffic in British Columbia, 4330-1.

Macdonald, E. M. (Pictou)—4307.

On what possible ground can my hon. friend provide that there may be an issue of stock by these companies, 4307. A vital and important question for us to determine is the financial condition of this company, 4313.

Maclean, W. F. (York South)—4304.

Compares Canadian Pacific railway legislation with this, 4304-a.

Meighen, Hon. Arthur (Solicitor General)—4297.

Explanations and answers given to criticisms of different opposition speakers on the sections of resolution, 4297-4334.

Oliver, Hon. Frank (Edmonton)—4299.

Remarks on section 14, 4299-4300. Sub-section d of section 25 provides for the ultimate disposal of the railway system on default, and my objection to it is that this Parliament sitting to-day gives authority to a board to be created, to dispose of the system piecemeal, 4318-20. I maintain that it is not only usual and right, but is quite customary and almost invariably the rule that, when such an arrangement as this is made, provision is made right in the face of the document for what shall take place in case of default, 4323. I wish to bring forward another feature of the freight rates question in connection with clause a, 4328-9.

Pugsley, Hon. Wm. (St. John City)—4297.

Section 14 criticised, 4297-4303. Section 19 criticised, 4307-12. Is there not another very powerful reason why the financial standing of Mackenzie, Mann and Company, Limited, should be submitted to Parliament, 4314. I would ask the Prime Minister whether it is intended by this clause to compel the company to disregard the instruction of shippers, 4325-28. Thinks it very objectionable that the Canadian Northern railway should have the first right of running powers upon any part of the government railways, 4331-2.

Motion for second reading.—Mr. Borden, 4370.

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Borden, Rt. Hon. R. L. (Prime Minister)—4376.

My hon. friend for West Middlesex (Mr. Ross) has repeated a great many of the arguments and has made a great many of the allegations that have been heard, with a good deal of reiteration, in the House during the past week or ten days, 4376. My hon. friend is very anxious for an investigation. Let me point out the position of hon. gentlemen on the other side of the House in this connection, 4377. What then must be the opinion of this country and of this House under the circumstances? Simply that the motion or my hon. friend is put forward as a political move and nothing more, 4378.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4378.

When my right hon. friend is so solicitous about the creditors and the labourers, has he seen to it that the money which he is asking Parliament to vote shall go to the payment of these creditors and labourers? Nothing of the kind, 4378. What kind of an inquiry did he have? He appointed three officers of the government to inspect the books of the Canadian Northern Railway Company. What information have we in the report of the accountants, that has been laid on the table, that we have all the securities to which we are entitled? 4379. We have to provide for the Montreal terminals, and yet we have no information as to the Montreal Townsite Company, which is connected with the terminals. We have to provide for the expenditure, and yet we have no information in regard to it, 4380.

Macdonald, E. M. (Pictou)—4384.

The Premier knows very well that when the proposition to aid the Canadian Northern was first suggested during this session of parliament my right hon. friend's position and that of the government was that nothing should be done by way of loan to these gentlemen, 4384. I can assure hon. gentlemen we would support any reasonable proposition which would ensure these men getting their money. That is one thing and the proposition that we should assume this huge liability without stopping to investigate is quite another thing, 4385. I say that if the right hon. gentleman who leads this House says that ample investigation has been made into this question of the required amount to complete the Canadian Northern, he is stating something which has absolutely no foundation in fact, 4387. A singular feature in regard to this \$21,000,000 is that the government did not know whether it is to form part of the \$100,000,000 until after this debate had gone on for three or four days, 4388. Let me suggest to the House a possibility in connection with this matter, 4389.

Meighen, Hon. Arthur (Solicitor General)—4381.

Refers to the many suggestions made and concludes that it will be impossible for

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the government to accept all of them, 4381. The position taken by Mr. Ross criticised, 4382-4.

Ross, D. C. (Middlesex West)—4370.

There has been great doubt in the minds, not only of Liberals, but of Conservatives, in western Ontario as to the advisability at this time of assisting these men in the manner in which the Government is proposing, 4370. Reference made to remarks of some of the previous speakers, 4371. If there is anything that has happened this session that should lead the government to go slow in this guarantee, it was the discovery of the Finance Minister's action in relation to these contractors, 4372. Now, what security are we getting in regard to this guarantee and what investigation has been held as to that security, 4373. The present government in less than thirty months have given these men \$21,640,000 in cash. That is a large sum of money. They have been helped by every province in the land; they have made a failure of their enterprise, and they come back asking for an increase of their credit, 4374. The government are not doing right in giving them the money without provision in the resolution that they can be pulled up short in case they do not carry out the work of the railroad in a proper business-like manner for the next three years, 4375. Motion, 4376.

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Motion—Mr. Pugsley—4391.

Borden, Rt. Hon. R. L. (Prime Minister)—4399.

In the first place, my hon. friend, who has a policy of his own on this question, like a great many of the hon. members opposite, seems to have framed this amendment in such a way that it has the quality of fluidity in a remarkable degree. This amendment in its present form means if it means anything, that the government of Canada should undertake the completion and operation of a road which they do not own and may never own, 4399. Then, what does the hon. gentleman propose further? He proposes that the proprietary interest of the capital stock of this railway shall be cut down to \$30,000,000. I do not know whether he means that the stock is to be taken compulsorily or by agreement. Let me show how far that squares with what has been done in other cases, 4400-02. My hon. friends sitting in opposition on the other side of the House, are ready to spring upon any corporation, take it by the throat, shake it, make it yield up its stock, destroy it, if necessary, have no mercy upon it. But, when they come into power we find them closeted with corporations, linked up with them in every possible way, and treating them as gently as it would be possible to treat their dearest friends, 4402. Summary of the whole situation, 4403-4.

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

Maclean, W. F. (York South)—4404.

Thinks that the country will approve the government coming to the aid of the Canadian Northern railway, 4404. I have this to say: Sir William Mackenzie and Sir Donald Mann are the first men I have met connected with the railroads or public utilities of this country who are ready to sell out to the public under fair terms, 4405. The capital stock is being reduced to \$100,000,000. We have \$40,000,000 of it; they have \$60,000,000, and I believe that we ought to be able to get an option on this \$60,000,000, 4406. There is no cure for the railway grievances of this country except the competition of a public-owned line as against the private-owned corporation, 4407.

Nesbitt, E. W. (Oxford North)—4411.

I am very strongly in favour of the amendment proposed by my hon. friend from St. John, because it is a businesslike amendment, 4411. I am quite sure that no business man would construe the amendment proposed by my hon. friend from St. John as asking the government to take over and operate the road, 4412. If the government would accept this amendment it would put them in a position to deal with the matter in a business-like way, 4413.

Pugsley, Hon. Wm. (St. John City)—4391.

The amendment provides that the whole capital stock shall be vested in His Majesty for a period of five years, 4391. The government is proposing, most unwisely, I think, to go into partnership with Mackenzie and Mann, 4392. From what I have heard, I believe that among the business and financial men of this country and among the people generally, there is a determined and unalterable opposition to the government's going into partnership with Mackenzie, Mann and Company in this enterprise, 4393. I am entirely opposed to the plan of the government of increasing the capital stock, 4395. If this enterprise is a failure the government will be called upon to take over the entire system. We hope it will not be a failure, 4396. I perhaps ought to explain in regard to the provision I am making in the amendment, with reference to the \$25,000,000 of income charge convertible debenture stock, 4397. Townsites referred to, 4397-9.

Thomson, Levi (Qu'Appelle)—4407.

It seems to me that all things considered there is no great railway company in Canada that has received proportionately the amount of assistance for the amount of work done, or supposed to be done, that this company has received, 4407. I do not think that any company has ever had the advantage in going to the investor and the buyer of stock that this company has had, 4408. I think I am expressing the feeling of the people when

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

I say most respectfully that I do not believe for a moment that Mackenzie and Mann have never received anything for their services during the last eighteen years, 4409. I submit that in almost every case Mackenzie and Mann have put a fractional interest in the properties which have been placed in the hands of the trustees as security, 4410. The question of public ownership referred to, 4411.

Motion—Mr. Oliver, 4415.

Buchanan, W. A. (Medicine Hat)—4424.

The Minister of Public Works uses this as an argument in opposing this resolution of the Opposition demanding exactly the same thing as a condition of granting the application of the Canadian Northern railway for assistance from the Dominion government in this year 1914, 4425.

Guthrie, Hugh (Wellington South)—4419.

So far as the amendment itself is concerned, the minister has quite obviously evaded the crux of the question, and purposely I think, 4419. Surely it is idle nonsense for the minister to assert in this House that if this resolution were adopted the rates of only one railway company would be reduced, 4420. It is idle for the Minister of Public Works to say that the Liberal party never tried during its term of office, to relieve the western shippers, 4421.

Maclean, W. F. (York South)—4421.

No one yet has ever given me a reason why there should be a discrimination against the people of the West and in favour of the East, 4421. Freight rates dealt with, 4422-4.

Oliver, Hon. Frank (Edmonton)—4415.

I desire to say that on this occasion, when this railway company is being dealt with generously by Parliament, it is right and proper to impose freight rate restrictions and to exercise freight rate control over those parts of the line by which traffic reaches Atlantic ocean ports, 4415. Motion, 4416.

Rogers, Hon. Robert (Minister of Public Works)—4416.

The amendments of hon. gentlemen opposite are not regarded seriously by the House or the people of the Dominion. Their record is that no legislation has been placed on the statute-books that carried advantages to the people in respect of freight rates, 4416. Judge Mabey's letter quoted in regard to western freight rates, 4417. It is true that there is a great desire on the part of the people not alone for a reduction in freight rates, but for an extension of branch lines in the provinces of western Canada, 4418. We have had many suggestions and long and tedious arguments from hon. gentlemen

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

opposite in respect to the legislation now under discussion, which, like the legislation enacted by the province of Manitoba ten or twelve years ago, carries with it general advantage to the people of Canada, 4419.

House in Committee on Bill No. 214—Mr. Borden, 4525.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4526.

Inquires about proceeds of bonds as to how they are to be deposited and released, 4526. Niagara, St. Catharines and Toronto Ry. Co. referred to, 4527-8.

Lemieux, Hon. R. (Rouville)—4525.

Refers to trust issue, 4525.

Meighen, Hon. Arthur (Solicitor General)—4526.

Clause in reference to bonds explained, 4526-7. Explains how new trust deed covers Niagara, St. Catharines and Toronto Co., 4527-9.

White, Hon. W. T. (Minister of Finance)—4525.

When it is considered, the several trust companies which have made application will be considered, 4525.

House again in Committee on Bill No. 214.—Mr. Borden, 4545.

Borden, Rt. Hon. R. L. (Prime Minister)—4548.

As I understand it, the desire of the provincial authorities is that during construction those roads shall not be brought under federal jurisdiction, but that immediately after operation begins they shall be brought under federal jurisdiction, 4549.

Meighen, Hon. Arthur (Solicitor General)—4546.

At the same time the amendment moved by the hon. member would not, in my opinion, be effective for the end he has in view, 4546-8. There is no difference of opinion, in so far as I have been able to find out from the representatives of the provincial governments, between the provincial governments and this government as to the intended time of declaring these works respectively to be for the general advantage of Canada, 4549. Motion that clause 15 be struck out and new one substituted, 4551.

Oliver, Hon. Frank (Edmonton)—4545.

I wish to move an amendment of which I gave notice when the resolutions were under consideration, 4545-8. I believe that my amendment is fair, and reasonable, and right, and if my object cannot be obtained in the form in which I have placed it before the House, there surely must be some other means of arriving at

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

what is such an eminently fair and reasonable proposition, 4551.

Rogers, Hon. Robert (Minister of Public Works)—4550.

Thinks objections raised by Mr. Oliver are entirely imaginary, 4550.

Motion for third reading of Bill No. 214.—*Mr. Borden*, 4631.

Carroll, W. F. (Cape Breton South)—4667.

Refers to the strike on the island of Vancouver and coal lands owned by Mackenzie and Mann, 4667. Objection was taken to this motion because there has been no request made by the operatives of British Columbia for a settlement of this strike. I understand that there has been, 4669. Correspondence quoted *re* Vancouver strike, 4672-3. I can do nothing else than give this amendment my cordial support; I think it deserves the support of every well-thinking and reasonable man in this House, 4674.

Crothers, Hon. T. W. (Minister of Labour)—4665.

As I understand the wording of the amendment, two statements in substance are made, or are implied. One is that Mackenzie and Mann own one or more coal mines on Vancouver Island, a number of miners connected with which are on strike, and the other is that Mackenzie and Mann's workmen have requested a board of conciliation, 4665. Message and reply sent to secretary United Mine Workers quoted, 4666.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4631.

Before we dispose of this Bill, the House, I hope, will bear with me for a few moments while I summarize the views which we on this side of the House entertain with regard to this legislation, 4631-4. Amendment moved, 4634.

Macdonald, E. M. (Pictou)—4660.

The hon. gentleman gave utterance to a statement which indicates the matter exactly from the viewpoint of his leader and himself. He said: It is difficult for the electors to grasp the intricacies of this question. There my hon. friend gave to the House and the country the keynote of the peculiar utterances which he has been presenting to the House, 4660. We are now told at the conclusion of the debate that this concern is in liquidation and that unless the House passes the proposal submitted by the Government nothing else will be considered, 4661. We have pointed out in this debate wherein this measure is pregnant with evil to Canada; we have pointed out wherein this Government in 1911-12 sowed the seeds of the difficulty which confronts them today, 4662.

65606—53

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

Meighen, Hon. Arthur (Solicitor General)—4649.

There is no man living, however adept in political mathematics, who can add together the Opposition's views on the Canadian Northern question and come at a total, 4649. Replies trenchantly to the criticisms of Mr. Pugsley, 4650-2. The hon. member for Rouville had a policy also, and I cannot see any of it summarized in this grand total moved to-day by the leader of the Opposition, 4652. We have arrived at this stage in the case of the Canadian Northern that, unless assistance is given, the road will pursue the course inevitable. It will find itself unable to link up and get into a paying position; it will find itself unable to maintain outlying lines, which so isolated cannot pay, consequently, 4653. Mackenzie and Mann earned the land grant, just as fairly as the hon. member for St. John ever earned anything in his life. They got it by a contract with the company by which they built the road, 4654-5. But the land grant is not all. Does the hon. member for St. John think that there is no contribution in the release of their claim for 18 years' services, 4656. We have, as I have already told the hon. gentleman, asked more of Mackenzie and Mann even than the Opposition have suggested, but I want to say that many of the freak propositions of hon. gentlemen opposite did not appeal to us as worth suggesting, 4657. The model city near Montreal referred to, 4658-9. The shipper in the west or in the east is not suffering, he is bound to get as cheap rates through Canadian ports as through American ports. Consequently where is the imposition, 4659. The report shows that aid must be given or liquidation must follow. This House knows that liquidation must not follow or the people of Canada will suffer, 4660.

Pelletier, Hon. L. P. (Postmaster General)—4634.

The summary to my mind is not very clear, but the reason may be, and I think is, that the position of the Liberal party in this House on this matter is not clear enough to permit of being summarized, 4635. Speaking for myself—because the matter has not been discussed from this point of view—I believe in state-ownership of railways; but we are face to face now with a certain situation, and, after giving to the matter all possible study, thought and consideration, we have decided that this is the best possible course to pursue, 4636. When this country has reached the stage of progress which every true Canadian expects, the men then in Parliament will refer to this session as the one in which the foundation for this progress was laid, and I hope history will say that we are right in this respect, 4637. No great harm, therefore, can possibly be done, when we all agree on the general policy that ought to be followed, 4638.

CANADIAN NORTHERN RAILWAY AGREEMENT—*Con.*

Pugsley, Hon. Wm. (St. John City)—4639.

My hon. friend the Postmaster General is apparently in favour of the government's acquiring ownership of this road; may I ask him if Mackenzie and Mann were asked to state whether or not they would give an option upon the stock of the company, and at what price, 4639. Reference made to townships which he thinks should have been included in securities offered by Mackenzie and Mann, 4640. The Government by this Act practically guarantee the \$360,000,000 of securities which are standing out to-day against the Canadian Northern Railway Company and the various constituent and subsidiary companies which compose the system, 4641. What control have the government over the grain when it reaches Duluth? Yet the government put in this Bill an agreement on the part of the Duluth, Winnipeg and Pacific Railway Company that they shall control their traffic after it leaves Duluth and have it shipped through Canadian ports, 4644. The policy of the late government was to encourage what may be called the prairie system of the Canadian Northern Railway, 4645. The government is asking us to approve this Bill by giving it its third reading. We say no to that; we say that the House should not be asked to do that unless there is coupled with the provisions of the Bill the right to take over the entire stock of this undertaking for a sum not exceeding \$30,000,000, 4647. It should have been far better to make a straight loan to the Canadian Northern railway, to borrow the money at the cheaper rate at which it could be borrowed in that way, and take all the security which could be got for it, 4648.

Speaker, His Honour, the,—4646.

It seems to me that the hon. gentleman is wandering far away from the question that is before the House, 4646. My ruling is that a member should only address himself to the last question submitted to the House, 4647. I would like to say with regard to this amendment, as a question of order was raised, that I have looked into it carefully and I rule that the amendment is in order, 4647.

Stevens, H. H. (Vancouver)—4667.

This amendment, in my estimation is perfectly useless under the circumstances; and the hon. members who have moved and seconded it know perfectly well that it will be fruitless in every respect, 4667.

Verville, A. (Maisonneuve)—4664.

Amendment moved and remarks thereon, 4664-5.

CANADIAN PACIFIC RAILWAY IN AUSTRIA.

Motion:

For a copy of all correspondence and papers generally, exchanged between the

CANADIAN PACIFIC RAILWAY IN AUSTRIA—*Con.*

government and the Home authorities concerning the closing of the offices of the Canadian Pacific Company at Vienna and Trieste, Austria.—*Mr. Lemieux*, 896.

Borden, Rt. Hon. R. L. (Prime Minister)—899.

The question is of more than ordinary importance. It would be undesirable for me to pass any judgment upon a matter that is still under diplomatic negotiation and the subject of investigation by the Austrian government or by the Austrian courts. The attitude of the British press has also been the attitude of the British government, 899. The incident that has taken place is regrettable, 900.

Lemieux, Hon. R. (Rouville)—896.

This question involves the status of a great Canadian corporation in a foreign country. The pretext for the arrest, the seizing of the papers and the closing of the offices, was that a breach of the emigration regulations had been committed, 896. Passengers carried by C.P.R. and competing lines. Official statement of C.P.R. read, 897. The C.P.R. was put in an inferior position as compared with its rivals. The question of our British citizenship is more or less involved in the present case. London Times quoted, 898-9. There would appear to be a breach of the Anglo-Austrian Treaty of 1876, 899.

CANADIAN PACIFIC RAILWAY COMPANY.

House in Committee on Bill No. 20.—*Mr. W. H. Sharpe*, 769.

Lancaster, E. A. (Lincoln)—769.

Sections read and explained, 769-70.

CANADIAN PEACE CENTENARY ASSOCIATION.

Inquiry—*Mr. Weichel*, 970.

Borden, Rt. Hon. R. L. (Prime Minister)—970.

Gives brief synopsis of the satisfactory work the association is doing and states that \$25,000 will be in supplementary estimates, 970-1.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—971.

Anything that tends towards the maintenance of peace between Canada and the United States should receive the commendation of the government, 971.

Weichel, W. G. (Waterloo North)—970.

Asks Prime Minister if government will grant assistance to Canadian Peace Centenary Association, 970.

CANADA SHIPPING ACT.

Motion—Introduction of Bill No. 105.—*Mr. Hazen*, 1540.

CANADA SHIPPING ACT—*Con.*

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1541.

Gives a résumé of what the Bill contains and a brief history of shipping legislation in Great Britain and Canada, 1541-8.

Sinclair, J. H. (Guysborough)—1548.

It will be very inconvenient for captains now engaged in the service to submit themselves for examination, 1548.

Motion—Second reading of Bill No. 105—Mr. Hazen, 1607.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1607.

Moved that Bill be referred to Select Standing Committee on Marine and Fisheries.

Maclean, W. F. (York South)—1608.

Suggests that relief may be found to control freight rates by legislation in this Bill, 1608.

CANADA SHIPPING AMENDMENT.

Motion to introduce Bill.—Mr. Hazen, 3053.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3053.

One of the chief recommendation made by the commission was for the abolition of the Corporation of Pilots for and below Quebec. The object of the present Bill is to give effect to this recommendation so far as it is considered necessary to do so, 3053. I was asked by the right hon. leader of the Opposition to explain the Bill, and was endeavouring to do so plainly and succinctly; but in order to explain it clearly and succinctly I thought it necessary to make a reference to this report of the commission, because it is on the report of the commission that the Bill is founded, 3054.

Speaker, His Honour the—3053.

It seems to me that on one or two occasions before, as well as on this present occasion, the hon. minister has taken the opportunity of dealing with the report of a commission and discussing it in connection with the introduction of a Bill. That appears to me to be going beyond the usual procedure of proper practice, 3053-4.

CANADA SHIPPING ACT AMENDMENT.

House in committee on Bill No. 168—Mr. Hazen—3621.

Bickerdike, Robert (St. Lawrence)—3624.

Congratulates minister for having made a move in the right direction. It does seem strange that a captain of a vessel is obliged to pay pilotage whether he takes a pilot or not, 3624.

CANADA SHIPPING ACT AMENDMENT—*Con.*

Boulay, H. (Rimouski)—3629.

Extracts from pilots memo. quoted. I would like to know whether the hon. minister has inserted a provision to that effect, and whether the apprentices who are preparing at Quebec or at other places below Quebec to become pilots, and who are all French-Canadians, shall be required, henceforth, to know both languages, 3629.

Edwards, J. W. (Frontenac)—3631.

Has the minister given any consideration to the very evident discrimination against Ontario vessel owners with regard to pilotage dues at Montreal, 3631.

Hazen, Hon. J. D. (Minister of Marine)—3625.

Generally speaking, the commission found that the Montreal Pilotage Division was in a most satisfactory condition. The Pilotage Commission recommended the abolition of the Pilots Corporation, but this Bill does not go as far as that, 3625. We are not interfering at present with the pilots pooling their earnings. Their system is to pool all their earnings and divide them into equal shares amongst themselves, 3626. Judgment in the case of the *Saturnia* quoted, 3627. Ever since I can remember there has been a controversy over this question whether there should be compulsory payment of pilotage or whether, if a captain is capable of bringing in his own vessel and actually does so, he should not be compelled to pay pilotage, 3628.

Lemieux, Hon. R. (Rouville)—3621.

Before this legislation passes I should like to put briefly before the committee a few of the objections urged by the pilots of Quebec against this Bill, 3621-3. Report on grounding of steamer *Lake Manitoba* quoted, 3623-4. In view of the many accidents which have taken place, insurance rates have gone up and the trade of the St. Lawrence has suffered accordingly, 3624.

McKenzie, D. D. (Cape Breton North and Victoria)—3630.

I would like to know from the minister whether any new pilots have been appointed to the Pilotage Board of the county of Cape Breton or of Sydney harbour during the last year or two, 3630.

Pelletier, Hon. L. P. (Postmaster General)—3629.

If a pilot wishes to be competent and able to understand the languages spoken on board of ships, he must know both languages. I wish to say that the members of the Corporation of Pilots in Quebec and in localities below Quebec are, as a whole, as a body, most worthy, most devoted people, sticking like men to their duty, 3629.

CANADA TEMPERANCE ACT AMENDMENT.

Motion introduction of Bill No. 180—Mr. Doherty, 3453.

Doherty, Hon. C. J. (Minister of Justice)—3453.

There are several purposes for which it is sought to amend the Act. The first amendment is to make such provisions as are necessary to make the Act applicable in the provinces of Alberta and Saskatchewan. The second amendment looks to the providing of a list of electors for use in the election for the adoption of the Canada Temperance Act in different districts, 3453-4.

House in Committee on Bill No. 180.—Mr. Doherty, 3588.

Carroll, W. F. (Cape Breton South)—3592.

If a town receives a city charter after the county in which the city is situate is brought under the operation of the Act, the Act does not apply to that city. I think there should be something in the Act to make its application uniform in respect of cities growing up in counties in which the Canada Temperance Act is put in force, 3592. In the city to which I have special reference they could not bring into operation a licence system as the Act stands now. They would have to be bound by the action of the county when it had perhaps one-third the population of the city to-day, 3593.

Doherty, Hon. C. J. (Minister of Justice)—3588.

The first purpose of the Bill is to make the Canada Temperance Act of practical application in the provinces of Alberta and Saskatchewan. The second purpose of the Bill is to obviate a difficulty which has arisen in connection with elections under the Canada Temperance Act in the unorganized territories of Ontario, 3588. When we had decided to amend the Act, it was pointed out that in its present condition, as I mentioned a little while ago, it was not workable in these two provinces and we thought that we ought to meet that difficulty, 3592. Amendments moved, 3595.

Knowles, W. E. (Moosejaw)—3589.

I am not very familiar with the matter; the minister knows it better than I do; but if we are thoughtlessly making one law for Ontario and another law for Saskatchewan, we may be in error, 3589.

Oliver, Hon. Frank (Edmonton)—3590.

I would suggest that in applying the law to the electoral districts, the same exception be made as regards cities in Alberta and Saskatchewan as is made unquestionably in regard to Ontario and probably in regard to Manitoba, 3591.

CAPE BRETON RAILWAY.

Attention called to newspaper despatch.—Mr. Kyte, 4295.

CAPE BRETON RAILWAY—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—4295.

There have been no negotiations so far as I am aware, 4295.

Kyte, G. W. (Richmond, N.S.)—4295.

Directs attention of Prime Minister to a despatch published in Sydney Post re C.B. Ry. which he quotes, 4295.

Inquiry.—Mr. Kyte, 4369.

Kyte, G. W. (Richmond, N.S.)—4369.

Asks if any negotiations are under way with a view of taking over the Cape Breton railway line, etc., 4369.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4349.

Not aware of any negotiations, 4369.

CAPITAL CONVICTIONS.

Motion:—For a return showing all persons, male or female, who have been capitally convicted in Canada, and each province, for each year, from the 1st of July, 1867, to the 2nd of February, 1914, specifying the offences and whether and how the sentences were carried into effect by execution, or otherwise, with the names of convicts; sentences passed; judges by whom sentenced; and how dealt with.

2. For a return showing all convicts, male or female, who have been relieved from the execution of capital sentences passed upon them during the above-mentioned period, with the names of convicts; dates of conviction; crime of which convicted; sentences passed; by whom sentenced; sentences commuted, and if so, to what.

3. For a return showing all persons in Canada, and each province, convicted during the above-mentioned period, of murder, whose sentences has been mitigated, or who have received a free pardon, together with a statement of the offences of which they were severally convicted, with the names of convicts; dates of conviction; nature of offence; sentences; and extent of mitigation of sentences and dates.

4. For a return of instances, during the above-mentioned period, in which appeal has been made on behalf of the persons convicted of capital offences to His Excellency the Governor in Council, for the exercise of the Royal prerogative of pardon, or mitigation of sentences, with the names of convicts; dates of conviction and place; crime of which committed; dates of appeal, and the result.—Mr. C. A. Wilson, 1731.

Rogers, Hon. Robert (Minister of Public Works)—1731.

As Minister of Justice is absent I will direct his attention to what has been said, 1731.

Wilson, C. A. (Laval)—1731.

Think in interests of Parliament and justice that this return should be brought before the House, 1731.

CAPITAL PUNISHMENT.

Motion for 2nd reading of Bill No. 4.—Mr. Bickerdike, 483.

Bickerdike, Robert (St. Lawrence)—482.

The object of this Bill is to do away with the death penalty and to substitute a life sentence. Capital punishment is against the law of God. We have no moral right to destroy that which we cannot restore. The old and barbarous death penalty is fast dying out in all Christian lands. Reference made to the young men hanged following the rebellion of 1837, 483-4. I believe there is a Creator and I will never permit, if I can prevent it, having a man's soul thrust into eternity by process of law. Capital punishment has been practically abrogated in many European countries by the marked growth of humanitarian sentiments, 484. Capital punishment is a legal crime and is morally indefensible. We cannot remedy one murder by committing another. Extracts from letters quoted from secretaries of state of different states and others, 485-9. There can be little doubt that capital punishment is dying out. I ask the government to make the experiment as has been done in these other places, 489.

Carvell, F. B. (Carleton N.B.)—491.

The idea of enforcing capital punishment is that it may deter other people from committing the same crime. I cannot agree that the time has come when we should abolish capital punishment, 492. We would be going a long way towards throwing society into a state of chaos if we were to abolish capital punishment in Canada at the present time. There are practically to-day only two cases in which capital punishment is inflicted in Canada—murder and high treason, 493.

Doherty, Hon. C. J. (Minister of Justice)—510.

Although I regret to differ with the distinguished gentleman, who introduced the Bill, I have no hesitation in pronouncing my opinion as adverse to the measure which this House is asked to adopt, 511.

Edwards, J. W. (Frontenac)—501.

I am not altogether convinced that the worst thing you can do to a man is to take away his life, 501. I am not certain whether hanging is worse than life imprisonment. Refers to matters connected with Kingston penitentiary, 502. I would like to have more information on the subject before I cast my vote, 503.

Foster, Hon. G. E. (Minister of Trade and Commerce)—490.

I do not think this House is disposed on so slight a discussion as we have had to affirm the principle that capital punishment should be abolished. Society would be impossible, unless the better sentiment for law and order in society had some physical means of deterring those who would flout it and put it to scorn, 490. I am not going to say that our methods

CAPITAL PUNISHMENT—*Con.*

in the administration of justice have been in the past what they might be, but I think we are making continual improvement, 491.

Graham, Hon. G. P. (Renfrew South)—493.

This theme opens up broader consideration than even our prosperity in a material way. I am firmly of the opinion that the people of this country do not hold human life as sacred as they ought. I believe that only He who gave life has the right to take it away. The supreme duty of every human being ought to be to leave the world somewhat better because of their having lived in it. I do not believe that anything is gained by capital punishment, 496.

Nickle, W. F. (Kingston)—496.

Are we not bound to consider this subject more from the point of justice than from the point of mercy. For social reasons capital punishment is justifiable as a deterrent. Quotations from Johnson and a work on criminology, 497-8. Statistics quoted of criminality in the leading countries of the world. I would be most unwise to try experiment at this time which the member from Montreal suggests, 498.

Oliver, Hon. Frank (Edmonton)—503.

I am one of those who believe that capital punishment is a deterrent, that history and facts prove it; and so long as man's mind is as it is, so long will it be a deterrent. When Judge Begbie was appointed to administer law in the mining regions of British Columbia he was given to understand that this was a mining country and that because it was, there had to be a certain latitude in the actions of men and that their primal passions must have their way. He said 'I represent British authority and British law; if there is shooting there will be hanging.' There was some shooting; there was hanging and there was no more shooting, 509. As one having long experience in the West, I want to say to this House that, in the name of that country, I ask that no legislation be passed by this House that shall render the administration of justice less swift, less certain or less adequate, 510.

Proulx, E. (Prescott)—505.

I think the tendency of humanity to-day is towards forgiveness rather than towards revenge. Another ground on which we can object to capital punishment is that it is not really a deterrent. I am opposed to capital punishment on moral grounds, 506. The tendency in England has been to restrict the imposition of capital punishment. The whole question of capital punishment was investigated in the United Kingdom in 1864 and the Royal Commission recommended that it should be restricted to high treason and murder, 507.

CAPITAL PUNISHMENT—*Con.*

Speaker, His Honour the—503.

The hon. member is dealing with a resolution which has not yet been reached. He is anticipating an order on the paper, 503.

Thomson, Levi (Qu'Appelle)—499.

We have advanced to a stage in this country's development where we can afford to do away with the death penalty. It is a horrible idea that the state shall gather its forces together and put one defenceless man to death, 499. In almost all the lands where capital punishment has been abolished it has not been revived, 500. No man who has seen any one hanged will want to be hanged himself, 501.

Verville, A. (Maisonneuve)—508.

I claim that, with the present organization of society, capital punishment should be abolished. Here are people in this country more responsible for the life of men and women than the person who will take a revolver and kill his fellow man, 508.

Wilson, C. A. (Laval)—503.

Quotes motion No. 62 on the Orders of the Day, 503. Murderer Campbell of Montreal referred to. Are we going to leave to the murderers themselves the choice as to whether they prefer to hang or be imprisoned for life, 504. This is a disagreeable subject to discuss but we are here to do our duty. I will vote against the Bill, 505.

CASE OF GUSTAVUS A. COLPITTS.

Motion:—For a copy of all papers, letters, telegrams, reports, inquiries, and documents or other communications had with any of the departments of the government, particularly with the Interior, Customs and Marine and Fisheries Departments, relating to Gustavus A. Colpitts, a Canadian citizen returning as a passenger on the Royal mail steamship *Empress of Britain*, in September, 1911, who alleged that he was not allowed by officers of the government to disembark at Rimouski from said steamship. Also a copy of all letters, correspondence or other communications received by any members of the government, particularly by the Minister of Marine and Fisheries, and by any department of the government, from the said Gustavus A. Colpitts, who was at the time a student at Mount Allison University, Sackville, New Brunswick, and of all letters or other communications sent in reply thereto.—Mr. Emmerson, 446.

Borden, Rt. Hon. R. L. (Prime Minister)—454.

No doubt officers were acting in good faith. The point is whether or not there should be some amendment made to the regulation. The matter will receive consideration by the ministers of the various departments which it concerns, 455.

CASE OF GUSTAVUS A. COLPITTS—*Con.*

Emmerson, Hon. H. R. (Westmorland)—446.

The object of motion is to determine if possible the status of a Canadian citizen who has travelled abroad and is obliged to return to Canada as a steerage passenger. Mr. Colpitts was not allowed to land because he was a steerage passenger, 446. Letters written to departments and answers quoted, 447-9. If such a rule applied to the third-class passengers it should have applied to the 2nd and 1st class passengers. Mr. Colpitts wants to know under what regulation a ban was placed upon his landing at Rimouski, 449. It is the duty of the government to have this matter inquired into. An official notice should be issued to the general public detailing just what the rights of Canadian citizens under such circumstances are, 450-1. This case involves the principle of the liberty of the subject, 455.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—451.

For some reason or another Mr. Colpitts was not allowed to land at Rimouski and had to go on and disembark at Quebec, 451. Customs officials felt that Mr. Colpitts had not complied with the necessary regulations to enable him to land at Rimouski. I do not think that he was not allowed to land simply because he was a third-class passenger; that is not the reason at all, 452.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—453.

If there is any blame it is to be attached to the quarantine officer, 453. Evident that he was not allowed to land because he was a third-class passenger. You can detain immigrants until they pass the examination, but that does not apply to this young gentleman, 454.

Reid, Hon. J. D. (Minister of Customs)—452.

The quarantine officers did not give a clean bill of health to the steerage passengers and for that reason Mr. Colpitts was not allowed to land. Regulations quoted, 452. Letter of commissioner to Mr. Colpitts quoted. The whole matter is very plain indeed, 453.

CASE OF WILLIAM J. KELLY.

Motion:—For a copy of all petitions, letters, affidavits, telegrams and documents to and by the Department of Justice, or any other department of government, on behalf of or in reference to Wm. J. Kelly, a prisoner in United States federal prison at Atlanta, Ga., and of all the letters, telegrams and other memoranda between the Department of Justice, or any other department of the government, and the British ambassador at Washington, or the government of the United States, regarding the imprisonment and proposed liberation of the said Wm. J. Kelly.—Mr. Carvell—1696.

CASE OF WILLIAM J. KELLY—*Con.*

Carvell, F. B. (Carleton, N.B.)—1696.

Who Kelly is, what he was doing, his encounter with the United States Customs officer, what happened to the officer and to Kelly, etc., 1697. Here is where came in what I hold to be reprehensible conduct on their part and something for which our government should call upon them to answer. Kelly was entrapped and sent off to Portland and was tried there, was found guilty and sentenced, 1698. After listening to the evidence I come to the conclusion that Kelly was acting in self-defence. I did believe and I do now believe that the officer fired on him long before there was any necessity for taking such drastic action. I wish to read an affidavit made by Kelly while he was incarcerated in the county jail at Portland, Maine, prior to his trial, in order to give the House Kelly's side of the case and the reasons why, in my opinion, this House and this government should take some action in order to see if the man cannot be released from his imprisonment, 1699. Affidavit quoted, 1699-1701. Also affidavit of Read, an American citizen, 1701-2. There is no doubt about the fact that Kelly was inveigled into the state of Maine. If Kelly is prevaricating he commenced prevaricating at that time, because at that time he told practically the same story that he told in this affidavit after being incarcerated at Portland some two months afterwards. The photographs showed the existence of these tracks next morning just exactly as Kelly had described them in telephoning from the Houlton jail. Kelly claims, that he was assaulted, bound, gagged and dragged into American territory, 1702. There is no doubt in the world that it was a trick of the American officials to get Kelly into their possession and they succeeded, 1703. How the Kelly matter was used against himself politically and Mrs. Kelly's sickness and death, 1704. I want to appeal to the Minister of Justice to take some action. I believe something can be done for this poor man Kelly. Outside of these two difficulties with the United States customs officers, no man in the province of New Brunswick ever bore a more exemplary character than Wm. J. Kelly, a man without an enemy, so far as I know, who never was in court, who never committed a crime or an offence, who was a sober, honest, industrious, hardworking Christian gentleman, 1705. Did not charge Minister of Marine with being guilty of any underhand or unfair tactics, 1722. Made no charge against Premier of New Brunswick; simply laid bare the facts. Do not admit a moment that Kelly voluntarily crossed the boundary line, 1723. Broad question is whether United States government can afford to be the means of sending their officials to bride and trap our citizens to their country to prosecute them for offences committed years before, 1724.

CASE OF WILLIAM J. KELLY—*Con.*

Doherty, Hon. C. J. (Minister of Justice)—1706.

Am satisfied that records show that on the part of both the Minister of Justice at time of occurrence took place and on part of Minister of Justice since it took place, there has been no lack of sympathy and no want of endeavour to bring about this man's liberation, 1706. Memorandum of May 16, 1910, addresses to Mr. Powers referred to. Question dealt with in investigation is the question where this man was laid hands on, 1707. Refers to a communication from Acting Secretary of State on, 1707-08. Minister of Justice's statement. If Kelly be right in his statement that he was taken by force on Canadian side, it is unfortunate, but there does not seem to be proof of that, 1709. If any suggestion could be made to help this man obtain clemency, am satisfied that government would be glad to aid him, 1710. Did our best to make a case for this man with the evidence that was available, 1711.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1711.

Attention was first called to this case of William Kelly in 1909, when I was Attorney General of New Brunswick. Correspondence on, 1712-14. Have a private file in my office with correspondence bearing on this case to which I wish to refer, 1714. Refers to parts of Mr. Kirkpatrick's letter and Mr. F. Smith's. It is the universal opinion in Carleton county that the man was kidnapped and dragged over the line, 1715. Would seem to me, as an international matter, that no country would approve of its officials crossing the boundary into another country. There is no doubt that man was enticed to go near the boundary line by action of United States detectives, 1716. Correspondence on, 1717-19. Have felt that a hardship has been done and punishment imposed was in excess of what the crime imputed to this man deserved, 1719. Refers to telegrams on, 1720. Thought of making political capital was never in my mind for one moment, 1721. Something might be done by presenting a petition to President Wilson, 1722.

CENTRAL ONTARIO RAILWAY.

House in Committee on Bill No. 74.—Mr. G. V. White, 1892.

Lancaster, E. A. (Lincoln)—1892.

Bill provides for an extension of time, and committee passed Bill exactly as applied for, 1892.

CENTRAL RAILWAY COMPANY OF CANADA.

House in Committee on Bill No. 52.—Mr. Bennett (Calgary)—996.

CENTRAL RAILWAY COMPANY OF CANADA—*Con.*

Lancaster, E. A. (Lincoln)—996.

Explanation of Bill given the committee, 996.

CENTRAL WESTERN CANADA RAILWAY COMPANY.

House in committee on Bill No. 13—Mr. W. H. Sharpe—767.

Currie, J. A. (Simcoe North)—768.

Policy of Ry committee that there shall be free trade in our charters, 768.

Lancaster, E. A. (Lincoln)—767.

This is an ordinary Act of incorporation, 767. Explains his relationship as chairman of Railway Committee to government and members on both sides of the House, 768.

Neely, D. B. (Humboldt)—768.

The policy of paralleling lines has never been agreed to by the Ry committee, 768. No objection to the granting of this charter, 769.

Oliver, Hon. Frank (Edmonton)—768.

Private legislation should not go through without letting the members know what it is, 768.

CENTRAL WESTERN CANADA RAILWAY COMPANY.

Further consideration in committee of Bill No. 13.—Mr. W. H. Sharpe, 804.

Buchanan, W. A. (Medicine Hat)—804.

Explanation given in committee was not clear to me and would be glad if minister would make a statement in regard to this clause, 804.

Cochrane, Hon. Frank (Minister of Railways and Canals)—805.

If this is considered as a branch line, it will come under the branch line policy, 805. Do not think any fixed policy should be laid down as to what roads should get aid and what should not, 808.

Graham, Hon. G. P. (Renfrew South)—808.

Instead of being a factor in reducing rates, it might be an argument for keeping rates up, 808.

Oliver, Hon. F. (Edmonton)—805.

Seems to be a doubtful policy on part of government to sanction this fourth line simply as a competing line when competition already exists, 805. Want competition that will mean transportation facilities for people who have not the benefit of such facilities now, 806. The question is as to the granting of aid, 807.

CIVIL SERVICE APPOINTMENT.

Reference.—Mr. Pelletier, 1164.

Pelletier, Hon. L. P. (Postmaster General)—1164.

To prevent any misunderstanding, want to say that number of persons who were appointed as technical officers should have been stated as four, 1164.

CIVIL SERVICE ACT AMENDMENT.

House in Committee on resolution.—Mr. Pelletier, 2378.

Bennett, W. H. (Simcoe East)—2379.

Suppose a person is to be appointed as assistant in the post office in the town where I live, and I happen to know a man who is a cripple and who can efficiently do the work of the post office, but who is not able to do hard work, would my hon. friend propose to have taken away from me the right of recommending him for the position and have the matter sent to Ottawa for decision? 2379.

Lemieux, Hon. R. (Rouville)—2379.

I think the Minister is justified in giving to these faithful employees the same benefits that other classes of employees are receiving. We have adopted that system for the inside service at Ottawa, why not extend the principle and bring the outside service under that law, 2379. The system of competitive examination exists in other countries, 2380.

Pelletier, Hon. L. P. (Postmaster General)—2378.

There are two important changes:—The initial salary will be \$600 instead of \$500 and \$100 a year increase instead of \$50, 2378. Temporary clerks cannot be employed for more than one year, 2379.

Sinclair, J. H. (Guysborough)—2378.

Has the Minister any temporary clerks, employed more than one year, without passing an examination, 2378.

House in Committee on Bill No. 146.—Mr. Pelletier, 3220.

Borden, Rt. Hon. R. L. (Prime Minister)—3222.

Probably that matter will be discussed in connection with the Civil Service Bill, 3222.

Graham, Hon. G. P. (Renfrew South)—3221.

There are certain post offices where the salaries are fixed and the appointments are made by the department. In post offices in towns like Renfrew or Arnprior the postmaster gets a certain salary from the revenue and engages his own staff, 3221.

Lemieux, Hon. R. (Rouville)—3222.

We have discussed this question on several occasions, and I have always understood that the day is not far distant when the government may bring those officers under the Civil Service Commission, 3222.

Pelletier, Hon. L. P. (Postmaster General)—3220.

This Bill affects the clerks in city post offices, the offices of the post office inspectors, the offices of the superintendents of the railway mail service and the money order exchange offices, 3220. The whole difference is this, that in the rev-

CIVIL SERVICE ACT AMENDMENT—*Con.*

enue offices we do not control the salaries at all; the employees are not our employees; they are engaged and paid by the postmaster, 3221.

CIVIL SERVICE ACTS AMENDMENT.

Motion:—Resolved, that it is expedient to amend and consolidate the Civil Service Acts to change the classification of members of the inside service; and to increase the salaries and annual increases in certain cases both in the inside and outside service; and to provide that during the present financial year there may be paid out of the Consolidated Revenue Fund of Canada, such sums as have not been voted by Parliament but are required for the payment of such increases of salaries as may be prescribed by the proposed Act to consolidate the Civil Service Acts.—Mr. White, 4437.

Chabot, J. L. (Ottawa)—4446.

Knowing as I do the many details that legislation of this kind entails, I can readily understand that a measure of this kind requires a great deal of consideration and discussion, and under these circumstances the minister may feel it his duty to lay the matter over till next session, 4446.

Edwards, J. W. (Frontenac)—4449.

Salaries in Ottawa for civil servants are out of all proportion to the salaries paid from one end of Canada to the other to men and women who are doing the service of Canada just as well and efficiently as these young men and women are doing it in the city of Ottawa, 4450.

Fowler, G. W. (Kings and Albert)—4451.

In the Civil Service there are some very estimable gentlemen; there are some who are perhaps receiving less remunerations to-day than they could earn if they were battling for themselves in the world. I think, however, I am safe in saying—and I say it with all courtesy to the Civil Service—that the majority of the civil servants in Ottawa are receiving much more than they could get if they had to work for private firms, 4451-2.

Fripp, A. E. (Ottawa)—4443.

Congratulates minister on introduction of resolution, 4443. I urge upon the government the granting of some immediate relief for the civil servant, 4444.

Lemieux, Hon. R. (Rouville)—4441.

Thinks it too bad that, while the sickness of the Minister of Finance did not prevent him promoting \$45,000,000 for the C.N.R., \$14,000,000 for Militia, the civil servants must wait until next year to get the benefit of that Bill, 4441. Reference made to the outside service, the salaries of deputy heads, and quotes memorial of Civil Service Federation re promotion, 4442-3.

CIVIL SERVICE ACTS AMENDMENT—*Con.*

Maclean, A. K. (Halifax)—4447.

I submit there is only one way to have an efficient public service, and that is by giving strict observance to proper methods of promotion and by paying the members of the Civil Service properly for the service rendered, 4447.

McKenzie, D. D. (Cape Breton North and Victoria)—4441.

The personality of the individual civil servant should be recognized as much as possible, because such recognition will have a tendency to promote the efficiency of the service. For that reason I would respectfully suggest to the minister that the executive of this organization, composed as it is of capable men, should have some opportunity of suggesting to the minister possible amendments to this legislation, 4441.

Proulx, E. (Prescott)—4446.

I know I am voicing the sentiments of the hon. members for Ottawa and the hon. member for Rouville when I ask for higher pay for the lower officials. Those in the higher grades are already sufficiently well paid, but the lower officials certainly deserve higher salaries, 4446. Thinks a practical knowledge of French and English is more important and necessary in the higher grades than Latin and higher mathematics, 4447.

Verville, A. (Maisonneuve)—4444.

If we pay the Civil Service lower than a living wage, we are really inviting these men to dishonesty. It is a wonder that there is not more dishonesty in the Civil Service, for we know that it is impossible to live in this city on the wages some are receiving, 4445.

White, Hon. W. T. (Minister of Finance)—4437.

Gives an outline of Bill to be founded on resolution, 4437-41. Having regard to the late date of the session, and the amount of business still remaining on the Order Paper, it is, I think, obvious to the House that it is impossible to proceed with a measure of this kind and enact it into law in the short time which remains, 4449.

CIVIL SERVICE INSURANCE ACT.

House in Committee on resolution.—Mr. White, 1751.

Lemieux, Hon. R. (Rouville)—1751.

Asks if those who have retired can increase their insurance up to the maximum, 1751.

White, Hon. W. T. (Minister of Finance)—1751.

Two chief features in the Bill which will follow. One makes female members of the service eligible and the other increases the maximum from \$2,000 to \$5,000.

CIVIL SERVICE INSURANCE.

House in Committee on Bill No. 111.—Mr. White, 1871.

Lemieux, Hon. R. (Rouville)—1872.

The rate of premium is moderate and the system is a good one, 1872. I would like to know how many employees have taken advantage of this insurance system, 1873.

McKenzie, D. D. (Cape Breton North and Victoria)—1874.

Unless it is done as a matter of contract between the party insuring and this government I do not think we would have any power to legislate as to what should become of the property, 1874.

Oliver, Hon. Frank (Edmonton)—1873.

Doubts the advisability of raising the maximum to \$5,000, 1873.

White, Hon. W. T. (Minister of Finance)—1871.

The Act will not apply retroactively to those who have left the service or who have been superannuated. The minister has the right to pay a cash surrender value or to issue a paid-up policy for a suitable amount, 1872. The Bill now under consideration is a matter separate and apart altogether from that of superannuation, 1873. Amendments explained, 1874.

CIVIL SERVICE SUPERANNUATION.

Resolution *re*—Mr. White, 5364.

Carroll, W. F. (Cape Breton South)—5373.

I believe that any person who enters the Civil Service of this country should be entitled to a living wage, and I believe that at the present time civil servants employed in our government departments are not receiving a living wage, 5373.

Fripp, A. E. (Ottawa)—5373.

The promise made by the Finance Minister, I think I can regard it as a promise, that the Bill would be made retroactive, has allayed any fear on the part of the Civil Service, 5373.

Lemieux, Hon. R. (Rouville)—5372.

We must stand with the Civil Service, we must give them fair salaries—because the cost of living has increased enormously since my hon. friend has been sworn in as Minister of Finance—and we must give them superannuation, 5372.

Pugsley, Hon. Wm. (St. John City)—5370.

I complain, and I think the Civil Service have a right to complain, of the delay which has taken place in dealing with this matter, 5370. If my hon. friend felt that this House was too busy dealing with the Canadian Northern, Messrs. Mackenzie and Mann, and Farmers Bank matters, it might have been presented to, and been considered by the Senate, 5371-2.

CIVIL SERVICE SUPERANNUATION—*Con.*

White, Hon. W. T. (Minister of Finance)—5365.

Quotes Sir George Murray's report on superannuation, 5365. Gives a comprehensive explanation of the proposed legislation, 5366-70.

CLOSING OF LIBRARY AND READING ROOM ON HOLIDAYS.

Inquiry—Mr. Hughes (Kings, P.E.I.), 4214.

Borden, Rt. Hon. R. L. (Prime Minister)—4215

My recollection is that on public holidays the Library is always closed, 4215.

Hughes, J. J. (Kings, P.E.I.)—4214.

Asks under what authority the Library and reading room are closed on holidays, 4214-15.

Speaker, His Honour the—4215.

I had a request also with regard to the reading room, and was told that the custom was to close it when the Library was closed. I gave instructions that the reading room was to be kept open from ten to four. I do not know by what misunderstanding it was closed, 4215.

COASTWISE TRADE.

Attention called—Mr. Kyte, 5196.

Kyte, G. W. (Richmond, N.S.)—5196.

Calls attention to letter received which he quotes, 5196.

COLD STORAGE.

Inquiry—Mr. Lemieux.

Burrell, Hon. M. (Minister of Agriculture)—707.

Whole matter is under consideration, 707.

Lemieux, Hon. R. (Rouville)—707.

Asks if statement in morning's Gazette is true, 707.

COLD STORAGE REGULATION.

House in Committee on resolution—Mr. Burrell, 1752.

Burrell, Hon. Martin (Minister of Agriculture)—1752.

The Bill with which resolution is concerned is for purpose of exercising control and supervision over cold storage warehouses. It would be better to leave further discussion until the Bill is printed, 1752.

Lemieux, Hon. R. (Rouville)—1752.

I consider this to be one of the most important Bills of the session, 1752.

COLD STORAGE REGULATIONS.

House in Committee on Bill No. 113.—Mr. Burrell, 3559.

Bradbury, G. H. (Selkirk)—3568.

I am one that believes the cold storage system is a blessing, if properly managed. If not properly controlled, I believe it may be one of the greatest curses ever inaugurated. If we are going to have a system of cold storage in Canada, I claim that it should be controlled absolutely by this government, and we have a precedent for that, 2568. All the authorities on hygiene who have studied this question agree that food should not be returned to cold storage after being exposed for sale in the open air, 3569. There is no question but that the cold storage system has time after time cornered the market in food products, 3570. I claim that, through a proper cold storage system, controlled by the government, we ought to be able to in some way control a fair proportion of the halibut for sale in Canadian cities at a reasonable price, and the same would apply to the products of our Atlantic fisheries, 3571.

Burrell, Hon. Martin (Minister of Agriculture)—3559.

The intention of this Bill is to give statutory power to exercise what we may call reasonable and desirable control over the cold storage industry of the country in so far as it is connected with the food supply of the public. Quotations made in regard to cold storage, 3559-61. Reference made to cold storage in the United States. As far as our own country goes, of course, the whole cold storage system is comparatively in the very beginning of its development, 3561. In the Bill we are reserving the power to fix a time limit if our experience should justify the department in doing so, 3562. As far as the government is concerned, we have no desire except to do something towards exercising proper supervision control, 3567.

Carroll, W. F. (Cape Breton South)—3565.

There is very little use in the minister or the government taking power to pass regulations governing this thing. While cold storage is of some benefit to the producers of foodstuffs, it is not the blessing to them that we were led to believe it would be when cold storage was given an impetus in this country by legislation some years ago, 3566.

Foster, A. DeWitt (Kings, N.S.)—3563.

It seems to me that the time articles of food are kept in cold storage is of paramount importance to the consuming public of this country, 3563. Quotations as to eggs in cold storage, 3564-5.

McLean, A. A. (Queens, P.E.I.)—3563.

Is it the purpose of this Bill that a regulation shall be made that there shall be a government inspector in every cold storage warehouse, 3563.

COLD STORAGE REGULATIONS—*Con.*

Oliver, Hon. Frank (Edmonton)—3562.

Cold storage as carried on at present, as I would gather from the remarks of the minister, is altogether a benevolent and generally a beneficent institution. That being the case there does not seem to be any serious necessity for its regulation, 3562. Before we give authority to the minister, we would like to know how far the interests of the public are to be protected, if they are to be protected; how far the present conditions of monopoly are to be affected, 3563.

House again in Committee on Bill No. 113.—Mr. Burrell, 4172.

Burrell, Hon. Martin (Minister of Agriculture)—4173.

This Bill, of course, was gone over very carefully by the law officers of the Crown, 4173.

Carroll, W. F. (Cape Breton South)—4172.

Is against giving the Governor in Council power to make laws with regard to cold storage or any other matter that might come before Parliament, 4172.

Oliver, Hon. Frank (Edmonton)—4172.

This Bill is simply an abdication of its functions by Parliament, giving the government full authority to do as it pleases under Order in Council, 4172.

COMPANIES ACT AMENDMENT.

Motion:—That the House do disagree to the amendment made by the Senate to Bill 177, intituled an Act to amend the Company's Act, for the following reasons: Because the said amendment nullifies the proper effect of the preceding clauses of the Bill and that the general policy of the measure requires the enactment of the clause cut out by the said amendment.—Mr. Coderre, 4806-7.

COMMISSIONER DUCHEMIN.

Remarks.—Mr. Sinclair, 926.

Sinclair, J. H. (Guysborough)—926.

Calls attention to answer to question 39. What I want to know is what department of government approved of Mr. Duchemin's action in not allowing counsel to act for those accused of partisanship, 926.

COMMUTATION OF THE DEATH SENTENCE.

Statement.—Mr. Doherty, 741.

Doherty, Hon. C. J. (Minister of Justice)—741.

If rules of House will permit I should like to make my statement at present moment.

Speaker, His Honour the—741.

Debate could hardly take place with no question before the Chair, 741.

COMMUTATION OF SENTENCE.

Inquiry.—Mr. Kyte, 3252.

Doherty, Hon. C. J. (Minister of Justice)—3252.

Application was made for commutation of sentence, 3252.

Kyte, G. W. (Richmond, N.S.)—3252.

Asks if commutation of sentence has been applied for in the case of Frank Haynes, 3252.

CONSOLIDATION OF FISHERIES ACT.

Second reading of Bill No. 71.—Mr. Hazen, 1164.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1164.

Explained this Bill pretty much in detail in first reading, 1164.

CONSTRUCTION OF ICE-BREAKER.

Motion:—For a copy of all letters, tenders, telegrams, plans, specifications and other documents in regard to the construction of the new ice-breaker by Vickers-Maxim Company of Montreal.—Mr. Macdonald, 2962.

Macdonald, E. M. (Pictou)—2962.

Would like to have motion amended to conform with suggestion of Minister of Marine, 2962.

CONTINENTAL FIRE INSURANCE COMPANY OF CANADA.

House in Committee on Bill No. 75.—Mr. W. H. Sharpe, 1666.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1666.

Charter expired 19th of May, 1913, and this to extend it to July 1, 1916, 1666.

Oliver, Hon. Frank (Edmonton)—1666.

Would like an explanation of Bill, 1666. Bills should not go through until we know what is in them, 1667.

Rogers, Hon. Robert (Minister of Public Works)—1667.

Promoter of Bill is not here so it can stand, 1667.

CONTROVERTED ELECTIONS.

Announcement.—Mr. Speaker, 1.

Speaker, His Honour the—1.

Informs the House of the results of contestations, 1.

CORRECTION.

White, Hon. W. T. (Minister of Finance)—1433.

Desire to correct statement I made in House on January 20 last in the debate on the address, 1433.

CORRESPONDENCE BETWEEN THE PRIME MINISTER AND EDOUARD LA-POINTE.

Motion:—For a copy of all correspondence, papers, telegrams, &c., between the Right Honourable the Prime Minister, and one Edouard Lapointe, of Quebec city, concerning a contract between said Edouard Lapointe and the Post Office Department.—Mr. Lemieux, 900.

Borden, Rt. Hon. R. L. (Prime Minister)—900.

I see no objection to the motion passing as it is at present, 900.

Lemieux, Hon. R. (Rouville)—900.

Informed that correspondence has been exchanged between Edouard Lapointe and the Prime Minister. If it can be made public asks that it be layed upon the Table, 900.

COST OF GRAND TRUNK PACIFIC.

Explanation.—Mr. Graham, 1328.

Graham, Hon. G. P. (Renfrew South)—1328.

An article in the London Times says that cost of Grand Trunk Pacific from Winnipeg to Prince Rupert is £30,000 per mile. The cost is about \$70,000 per mile, 1328.

CRIMINAL CODE AMENDMENT.

Bill introduced.—Mr. Verville, 467.

Verville, A. (Maisonneuve)—467.

The general purpose of the Bill is to extend a larger measure of protection to Canadian citizens against the indiscriminate use of firearms, 467. The two clauses explained, 468.

CUSTOMS TARIFF AMENDMENT.

House in Committee on Bill No. 169.—Mr. White, 4335.

Carvell, F. B. (Carleton, N.B.)—4335.

We have touched the tariff on the raw material that goes into the manufacture of nails, 4335. Asks why the provision in regard to surtax has been changed, 4337-8.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4335.

My hon. friend, under this Bill, proposes to make the surtax elastic; the Governor in Council is given power to apply it, 4335.

Loggie, W. S. (Northumberland, N.B.)—4335.

I think I can suggest to the minister why the price went down, 4335-6.

Oliver, Hon. Frank (Edmonton)—4339.

There is a provision in the tariff that wearing apparel is not dutiable. If these articles come in as wearing apparel in use is it the intention of the government to prohibit their coming in, 4339.

CUSTOMS TARIFF AMENDMENT—*Con.*

White, Hon. W. T. (Minister of Finance)—4335.

So far as foreign nail manufacturers are competitors in the Canadian market, the duty upon nails might have a bearing upon the price of nails; but, as I stated, we have not changed the tariff upon nails, 4335. It merely provides that the Governor in Council may impose a surtax upon goods the product or manufacture of another country which discriminates against Canada by imposing higher rates of duty upon goods carried in Canadian vessels, 4337-8.

Motion for 3rd reading of Bill No. 169.—*Mr. White*, 4426.

Borden, Rt. Hon. R. L. (Prime Minister)—4432.

I cannot appreciate the force of my right hon. friend's contention. It is true, as I understand the provisions of the Bill, that the surtax may be somewhat larger or perhaps may be somewhat smaller under this legislation than under that which it supersedes, but the principle is in no wise changed, 4432.

Carvell, F. B. (Carleton, N.B.)—4430.

Quotes his own speech, 4430. If you are going to have a surtax, make it a surtax, something which is positive and which every country will know, to be the law, 4431.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4431.

I have not heard my hon. friend state to this House what inconvenience he has found in the working of the Act which has made necessary this legislation, 4431. To one point to which we on this side of the House take exception is the power which he takes from Parliament and gives to the Governor in Council of establishing the rate of duty. The surtax is a tax; and a tax ought to be fixed by Parliament and ought not to be arbitrary nor in the power of the Governor in Council to alleviate or to make more onerous, 4432.

Macleay, A. K. (Halifax)—4426.

Amendment moved, 4426.

White, Hon. W. T. (Minister of Finance)—4426.

This legislation is of the character known as retaliatory; it is for the purpose not of aggression but of defence, and is to be exercised only in the case of discrimination of an unfair and unjust character against the products of Canada which become imports to a foreign country, 4426. Refers to statement made by *Mr. Carvell*, 4427. My hon. friend from Halifax has stated that this provision is a standing notice to the world that Canada has a surtax against discrimination by foreign nations. But it is not only a standing notice; it is there to be acted

CUSTOMS TARIFF AMENDMENT—*Con.*

upon should occasion arise, 4427. Extracts with regard to surtax in other country, 4428. This legislation is general in character; it is not aimed at any particular nation, 4429. The existing provision for a thirty-three and one-third per cent increase on the general tariff rate by way of surtax would not necessarily constitute a prohibitory rate, 4430.

DAIRY PRODUCTS.

House in Committee on resolution.—*Mr. Burrell*, 1751.

Burrell, Hon. Martin (Minister of Agriculture)—1752.

The Bill to be founded upon this resolution is to make a revision of Part 8 of the Inspection and Sale Act. It is much more convenient in administration to have a separate Dairy and Sale Act, 1752.

Motion for 2nd reading of Bill No. 112, 2384.

Boyer, G. (Vaudreuil)—2385.

I congratulate the Minister in having remodelled it to suit the times and present needs, 2385. In order to make this Act effective, it should empower the inspectors appointed by provincial governments as also the dairy associations having inspectors under their control, to testify before provincial courts, under this Dominion Act, so that the evidence given by them before these courts may be valid and effective in law. Revised Statutes of Quebec quoted as to powers of inspectors, 2386-7.

Burrell, Hon. Martin (Minister of Agriculture)—2384.

This Bill is, to a large extent, a revision of part 8 of the Inspection and Sales Act, which was a consolidation of the various dairy Acts passed between 1886 and 1896, 2384. It is my wish to refer the Bill to the Agricultural Committee, 2385.

Carvell, F. B. (Carleton, N.B.)—2384.

If a man churns butter without adding water to it, this would make it a crime; it is a crime if he attempts to remodel it in any way, 2385.

Nesbitt, E. W. (Oxford North)—2387.

Some oleomargarine manufactured from beef suet will keep just as well as butter, and I would recommend that the minister change that section so that it shall read that no one shall manufacture and sell it as butter, 2387.

DEATH OF LORD STRATHCONA.

Reference to.—*Mr. Borden*, 91.

Borden, Rt. Hon. R. L. (Prime Minister)—91.

Fitting that we should pay a tribute of respect to the grand Canadian who has passed away. The duties he performed

DEATH OF LORD STRATHCONA—*Con.*

as High Commissioner were always important and sometimes delicate, 91. Lord Strathcona may well serve as an inspiration and an example to us in Canada Motion for adjournment of House, 92.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—92.

Since Sir John Macdonald's time I do not know that there has been any Canadian who, on departing this life, left behind him such a trail of sorrow as Lord Strathcona. Refers feelingly to his career, 92-3. Lord Strathcona's devotion to duty, made him certainly an ideal High Commissioner, 93.

DEATH OF HON. F. D. MONK.

Announcement.—Mr. Borden, 3785.

Borden, Rt. Hon. R. L. (Prime Minister)—3785.

It is my painful duty to announce to the members of the House the death of the Hon. Frederick Debartzch Monk, who for many years was a member of this House and who was also a member of the present administration. Mr. Monk was a man of very distinguished qualities. He was an eminent constitutional lawyer, a great parliamentarian, a man of high ability and a commanding figure in Parliament and in public affairs, 3785.

Doherty, Hon. C. J. (Minister of Justice)—3787.

Born in the same year, and in the same city, we were boys together and grew up in a life-long friendship, and great as is the loss to the country it is perhaps more the sense of personal grief in the loss of an esteemed and admired and beloved friend that has made it impossible for me not to say a word expressive of sympathy in the great grief of those who were dearest to him, 3787.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3786.

It is perhaps not generally known that his failing health can be traced back to the day when he lost a most charming wife, who had been to him not only a friend and companion but a most valuable adviser as well. I do not suppose that he ever fully recovered from the blow which he then suffered. Mr. Monk was well known in Quebec as belonging to a family which has been the adornment of the Bench and of the public life of our province, 3786.

Lemieux, Hon. R. (Rouville)—3787.

I may be allowed to pay my respects to my former colleague who has just died. We owe an expression of our grief to the departed statesman, and, to his family, an assurance of our heartfelt sympathy, 3787.

DEATH OF HON. F. D. MONK—*Con.*

Pelletier, Hon. L. P. (Postmaster General)—3786.

His death for me, as for the whole of the province of Quebec, has been a source of deep and sincere grief. The place he occupied will not be easily filled, 3786.

DEPOSITORS OF DEFUNCT BANKS.

Remarks.—Mr. White, 3860.

White, Hon. W. T. (Minister of Finance)—3860.

Gives certain information with respect to La Banque du Peuple, Ville Marie and St. Jean. There is no information available as to the number of depositors. I am unable to obtain any further information for my hon. friend, 3860.

DES PRAIRIES RIVER DREDGING.

Motion:

For a copy of all correspondence, documents, recommendations and reports, respecting the dredging of Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries respectively, and the amount of money spent on that work since the 22nd of November, 1912, up to the 2nd of February, 1914.—Mr. C. A. Wilson, 1731.

Lafortune, D. A. (Montcalm)—1733.

It is a pity to see such a fine stream left in a state unsuitable for navigation. Boards of trade and all public bodies are unanimous in urging that the work be carried out as soon as possible, 1733.

Lamarche, P. E. (Nicolet)—1732.

Think it is important to decide first whether or not this enterprise is to be a part of Georgian Bay Canal, 1732.

Rogers, Hon. Robert (Minister of Public Works)—1733.

Reasons for necessity of this work appeal to me, 1733. Promised deputation that matter would receive the consideration of the government and officials of department are giving their attention to it, 1734.

Wilson, C. A. (Laval)—1731.

Need improvements on Des Prairies river, 1731. Every year since 1911, \$25,000 has been set aside for dredging but we have no dredge. Hope minister will see that dredge No. 6, which will be found behind St. Helen's island, gets to work, 1732. Agreed about the Georgian Bay Canal the other night, 1734. What the wharf is needed for mostly is for coal, and general merchandise required at penitentiary, 1735.

DIVORCE REFORM.

Motion:

That, in the opinion of this House, the procedure under which divorces are granted by Parliament and the consequent unreasonable expense thereof are so unsatisfactory, besides being prohibitive to the great majority of the people of Canada, that the same should be taken into immediate consideration by the government with a view to reform, during the present session.—Mr. Northrup, 821.

Barnard, G. H. (Victoria, B.C.)—837.

Difficult to drive into the head of a man who is applying for a divorce, the difference between the fact of a court having jurisdiction and there being no law to enforce it, 838.

Borden, Rt. Hon. R. L. (Prime Minister)—838.

Have pointed out on more than one occasion that the procedure of Senate might be improved in a great measure, 838. There may be cases in these provinces where witnesses are readily accessible and case is plain, in which expenditure necessary would be light. Quotes Rule 152 of Senate, 839.

Burnham, J. H. (Peterborough West)—827.

Can see no justification for the perpetuation of any such mockeries of marriage ceremony, 828.

Carvell, F. B. (Carleton, N.B.)—832.

Have had some experience in divorce cases and they have always seemed repugnant to me, 832. Have before me to-night the Canada Year-Book of 1912. In divorce court the hardest case to win is the undefended, 833. Must be admitted that all over Canada the law provides for granting of divorce. Realize that this is a somewhat delicate subject, 834. Do not think we will be doing violence to conscientious beliefs of people by passing this resolution, 835.

Doherty, Hon. C. J. (Minister of Justice)—835.

Cannot confide to the court the procedure, until you have first made a substantive law to which procedure will apply, 835. Cannot alter that Parliament can pass legislation for the individual if Parliament want to. Would have to have a law enacted to create a legal right to divorce, 836. Very best laws will cause hardships in particular cases. Give to neither of them an exceptional law for himself, 837.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—740.

That does not seem to me to be a logical position at all. This is simply providing for the extension of a thing which is acknowledged to be an evil, 840. Believe that Canadian law should continue to ignore divorce as before, 741.

DIVORCE REFORM—*Con.*

Lemieux, Hon. R. (Rouville)—828.

In marriage ceremony no mention is made of possible divorce, 828. Example of United States in matters of divorce is one which we should not follow. Refers to divorces in France, 829. Refers to questions of scriptural interpretation. Quotes opinion of Gladstone, 830. Quotes a part of Sir Richard Scott's letter and one from a distinguished lawyer on, 831. I oppose any widened facilities to our existing divorce procedure. Duty of Parliament is to surround with greater safeguards the sanctity of marriage, 832.

Northrup, W. B. (Hastings East)—821.

There are two separate and distinct questions which might engage the attention of House. Up to time of Reformation there was no such thing as divorce in western church as we understand it today, 821. Refers to statement of Mgr. Moyes, 822. Refers to sentence pronounced by Justice Maule on, 822-23. Find that there are but two nations that have no divorce of any kind, Italy and Spain, 823. Speaking as Canadians, and claiming to be among the freest and greatest liberty loving people in the world, is it right? In British Columbia they have a divorce court and, so far as expense went, she might have applied there, 824. We are really trustees for the people. First step is to advertise for six months in Canada Gazette, 825. Work of that committee has been onerous even if it has been absurd. Object of this commission was two-fold, 826. Archbishop takes exactly the view I take. Urge government to take matter into speedy consideration, 827.

DIVORCE SUB-COMMITTEE.

Reference to newspaper item.—Mr. Lemieux, 1118.

Doherty, Hon. C. J. (Minister of Justice)—1119.

No information as to the matter referred to, 1119.

Lemieux, Hon. R. (Rouville)—1118.

Directs minister's attention to an article in the Ottawa Citizen as to amendments of rules, 1118.

DISASTER TO ATLANTIC FISHERMEN.

Attention called.—Mr. Turgeon, 5194.

Borden, Rt. Hon. R. L. (Prime Minister)—5196.

Assure hon. friends that the matter will not fail to engage the attention of the government, 5196.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5195.

The difficulty about asking Parliament for a vote now is that we have not at the present time sufficient information to enable the government to come to an ade-

DISASTER TO ATLANTIC FISHERMEN—*Con.*

quate conclusion as to what amount of aid they should give, if they give any aid at all, 5195.

Lemieux, Hon. R. (Rouville)—5195.

I understand from a letter I have received that about twenty-five fishermen on the coasts of Gaspé and Gloucester have perished, 5195.

Turgeon, O. (Gloucester)—5194.

Refers to disaster to fisherman of Caraquet and Shippigan and appeals to the government on their behalf for aid appropriate to the exigencies of the circumstances, 5195.

DOMINION LANDS AND FORESTS.

Orders in Council approved. Resolutions.—*Mr. Roche, 4713-16.*

DOMINION LANDS ACT AMENDMENT.

Bill introduced.—*Mr. Aikins, 201.*

Aikins, J. A. M. (Brandon)—201.

The present Dominion Lands Act approves of the principle and the policy of the complete alienation of water-powers, etc., to the detriment of the people. The purpose of this Bill is to prevent such alienation, 201.

House in Committee on Bill No. 136.—*Mr. Roche, 3249.*

Roche, Hon. W. J. (Minister of the Interior)—3249.

This Bill provides for two principal amendments: one is in reference to the matter of pre-emptions, and the other is in reference to proving up on homestead pre-emptions, and purchased homesteads that are not suitable for agricultural purposes, by keeping a certain number of stock, 3249.

House again in Committee on Bill No. 136.—*Mr. Roche, 3320.*

Aikins, J. A. M. (Brandon)—3321.

The result of the policy of homesteading and pre-emption shows it has not been entirely successful. The intention of giving this land to the homesteader was that he would receive it and properly and continuously use and cultivate it. That is not being done, 3322. Grants of land from records of department quoted. Gas and coal lands and water powers in the West referred to, 3323-6.

Buchanan, W. A. (Medicine Hat)—3320.

The proposed amendments are not satisfactory to a great majority of the homesteaders, 3320. The minister has provided for the removal of the portion of the interest; he should have gone all the way and abolished all the interest for every year. Homesteader's letter quoted, 3321.

DOMINION LANDS ACT AMENDMENT—*Con.*

Douglas, J. M. (Strathcona)—3349.

I know a case in my own constituency in which a man has made entry for a homestead on land which was formerly a timber reserve, and having performed the work of clearing and expended nearly \$5,000, he is now notified that he cannot get entry, 3349. I think that the minister should grant, in lieu of pre-emption privileges being allowed in the northern part of Alberta, the right to homesteaders or entrants to take up purchased homesteads in that section of the province, 3355. In emphasizing the point which I raised a few moments ago, I wish to inform the minister that within a radius of fifteen miles of the city of Edmonton, a city of 70,000 inhabitants, there are homestead lands available today, in the Beaver hills which are not considered valuable enough to be taken up by homesteaders, 3357. You are leaving a tremendous leverage in the hands of the homestead inspectors when you give them power to decide what constitutes arable land, 3361.

Knowles, W. E. (Moosejaw)—3330.

I have taken the trouble, in two or three instances, to test the minister and as far as the cases have enabled me to succeed, I have been disappointed in what I have learned in regard to the minister's control of his officials, 3330. Cites a case where he claims injustice was done, 3331-5. The Beaubien case further referred to and evidence from the investigation report quoted, 3341-5. If the minister thinks that everything is going on well in the West he is in a fool's paradise. The people do not think it. The homestead inspectors are not doing their work, 3345. It is time the minister put his foot down and let his homestead inspectors know he is boss, 3346. My hon. friend and his friends did what they could to keep from the people the relief offered to them in 1911 in the way of wider markets, and now it is necessary for them to come to the people, in this condition that is more or less desperate with some measure of relief, 3350. It seems that even in respect of this small amount the government is discriminating in favour of the man who has the ready money as against the man who has to work hard to raise the amount, 3351. I am not quite sure how the minister is going to run this thing. His Bill looks to me to be a very strange one, 3353. Amendment moved, 3354.

McKay, James (Prince Albert)—3351.

I wish to draw the attention of the minister to the fact that in part of my constituency the same conditions exist upon causes directly opposite to those which pertain to the area which has been set apart. In portions of my constituency the abundance of water which occupies arable land prevents the farmer from

DOMINION LANDS ACT AMENDMENT—
Con.

cultivating the whole of his 160 acres homestead, 3352. A good many homesteads in northern Saskatchewan are covered with brush and timber. The land is arable, but it costs a good deal to clear it. Under this Act the homesteader, before he can secure his patent, has to fence his land although not actually necessary for practical purposes. I submit that that clause should be changed so as to make it possible for the homesteader to get his patent without necessarily having to fence his land, 3360.

Neely, D. B. (Humboldt)—3352.

The real effect is that the minister is compelling the man who cannot furnish the money to go on and perform residence duty; and he cannot fail to see that he is putting a premium on the case where a man can take out from his bank account \$480 and free himself from all future responsibility, 3353. While we are discussing these sections that relate to the money question, I want to call the minister's attention to a small point, where I think an amendment should be inserted in the present Dominion Lands Act, 3358. Under this section the minister proposes to take to himself larger powers with reference to school lands, which are held in trust by the federal government for the three prairie provinces, 3359. I do not know how the difficulty may be worked out, but I do not see how any provision of that sort can fail to be abused as long as human nature is human nature. A homestead inspector should not have that authority, 3362.

Oliver, Hon. Frank (Edmonton)—3326.

The duties and responsibility of government vary with changing conditions, 3326. I am prepared to maintain that the people do not want the land in 1914, under present conditions, as they did in the year 1911. I am placing before the House a certain condition of facts which is shown in the blue-book issued by the Minister of the Interior, 3327. I say that this government has taken a stand, ever since it has been in office, which has created a distrust and dissatisfaction in the minds of the people who are on the land in the western country that is reflected in the conditions of homesteading as shown by the return from the government itself, 3328. The fact remains that they do not want land to-day as they did three years ago; and one of the reasons is that they believe they do not get a square deal from the Department of the Interior to-day, 3329. I do not agree with the minister altogether in the details of the changes, but I find no fault with him for making them, 3330. I have made the statement that the administration of the Department of the Interior is not conducive to the development of the country, and I just want to give one instance, 3346-7. When I was administer-

DOMINION LANDS ACT AMENDMENT—
Con.

ing the affairs of the department, and until I ceased to administer the affairs of the department, the records and results show that the people concerned were satisfied, 3348. The only reason purchased homesteads were restricted to the pre-emption area was because at the time there was a general objection to allowing a purchased homestead at all, 3356.

Roche, Hon. W. J. (Minister of the Interior)—3335.

I may say that I have had no reason to change the views which I expressed in my statement of the case when the hon. gentleman brought the matter up the first time. In the West the manner in which Liberals were enabled to secure patents with practically no residence upon the land was a by-word among the people, 3335. A complete statement of the Beaubien matter given, 3336-7. As I stated when I moved the second reading of this Bill the other evening, representations of various kinds have been made to me. One proposal was to refund the interest that had been paid. It is an involved question and a very important one, and after giving it my very best consideration, I came to the conclusion that the government could not come down to Parliament and ask for the refunding of this money, paid in whole or in part, which would run up to over \$2,000,000, 3338. This Bill provides that they may prove up for their pre-emptions at the end of three years, or as soon thereafter as they can pay for the pre-emption (less the interest, for the three years), and have done the necessary residential and cultivation duties. Think that is as long a step as we can take at the present time, 3339. I am not going to enter into any acrimonious political discussion in regard to the various actions of the homestead and other inspectors of the government in connection with elections, but I desire to give my personal experience of the officials of the late government and I do not know that conditions differed from those which were found in my own constituency, 3340. The homestead inspectors are doing their duty and they are making thousands and thousands more inspections than were made by the homestead inspectors when the Liberals were in power, 3341. If the homesteader chooses to avail himself of the provisions of the present Act as it is now upon the statute-books he will be in no worse position in the future than he is at the present time, and he will be in a better position in that he will have to pay no interest during the first three years, 3351. It is an impossibility not to have inequalities so long as there is an unequal distribution of wealth, 3354. Purchased homesteads were allowed, as the hon. gentleman states, to those who had exhausted their rights to take up another homestead. That privilege has been cancelled and in order to allow per-

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Con.

sons coming within this class to obtain more land within a certain area, much the same area as the pre-emption area, they are allowed to take up purchased homesteads on much the same conditions as people may take up pre-emptions, 3356. The provisions regarding fractional areas are not confined to any particular portion of the province; they apply equally to any portion of the province where there may be a fractional area, 3358. It is the intention to take the power which we have not now of leasing those school lands and thus adding to the school land endowment funds, 3359. I think the suggestion of the hon. member as to this scrub or timber land would make the clause too wide, 3360-1.

White, W. H. (Victoria, Alta.)—3356.

It would, in my opinion, be better if the homestead regulations were made general so that every one would understand. North of 54 there is a good deal of timber and a good deal of water. I know quarter-sections not far from railways which on account of the water and the wood on them are not fit to cultivate, 3357.

House again in Committee on Bill No. 136.—
Mr. Roche, 3511.

Knowles, W. E. (Moosejaw)—3511.

This is a matter which should not be left to the officials to decide, according to whether the applicant is friend or foe, 3512.

Oliver, Hon. Frank (Edmonton)—3511.

Asks minister to make new sections plain so that those not learned in the law may understand, 3511.

Roche, Hon. W. J. (Minister of the Interior)—
3511.

Amendments to sections moved, 3511. There must be a certain amount of elasticity in the interpretation and enforcement of the law, 3512.

House in Committee on Bill No. 213.—*Mr. Doherty*, 4821.

Doherty, Hon. C. J. (Minister of Justice)—4821.

Explains object of Bill, 4821. This legislation is intended really to cover what must be a period of transition from the one system to the other, 4822.

Oliver, Hon. Frank (Edmonton)—4821.

On reading this Bill, I thought there was something lacking in it. The minister's amendment, it seems to me, covers the point I thought lacking in the original Bill, 4821. I repeat that it would be better to hold this Bill until the questions that naturally and necessarily arise under it are considered more fully than they have been considered, 4823.

DOMINION LANDS ACT AMENDMENT—
Con.

House again in Committee on Bill No. 213.—
Mr. Doherty, 4889.

Clark, Michael (Red Deer)—4890.

Disagrees with *Mr. Oliver's* views and thinks they are absurd, 4890.

Doherty, Hon. C. J. (Minister of Justice)—4889.

In deference to these views which are very strongly and very generally entertained I think it is desirable to adhere to the original idea, and to pass the present legislation, 4889.

Oliver, Hon. Frank (Edmonton)—4889.

When the government sees fit to change that policy which has been pursued during so many years for a certain definite purpose, without any reason having any bearing upon the principle at all, I say it is a serious matter; and the minister is not well advised in reconsidering his opinion of yesterday that the amendment might very well be left over for another session, 4891.

DOMINION ELECTIONS ACT AMENDMENT.

Motion for 2nd reading of Bill No. 2.—*Mr. Burnham*, 478.

Burnham, J. H. (Peterborough West)—478.

Explanation of sectoins, 478.

Doherty, Hon. C. J. (Minister of Justice)—479.

The proposition is that we should legislate that, whatever the provinces desire for their respective elections with regard to this question of making a deposit, shall govern with regard to the Dominion election, 478. The House would act wisely in rejecting the measure, 479.

DOMINION LOAN FLOTATION.

Inquiry.—*Mr. Graham*, 5032.

Borden, Rt. Hon. R. L. (Prime Minister)—
5033.

I shall direct my colleagues attention to inquiry, 5033.

Graham, Hon. G. P. (Renfrew South)—5033.

Calls attention to press despatches in regard to loan and asks Prime Minister to ask Minister of Finance to give an explanation, 5032.

Reference to.—*Mr. White*, 5106.

White, Hon. W. T. (Minister of Finance)—5106.

I desire to answer a question asked yesterday morning in my absence by the hon. member for South Renfrew with reference to the Dominion loan now being floated in London, 5106.

DORVAL MILITIA LAND PURCHASE.

Motion:

For a copy of all papers, correspondence, etc., in connection with the purchase of about 150 arpents of vacant land, part of lots 8 and 9, parish of Lachine, for the sum of \$180,000, by His Majesty the King, represented by the Hon. Sam. Hughes, Minister of Militia and Defence, on June 24, 1912.—Mr. Lemieux, 1025.

Hughes, Hon. S. (Minister of Militia and Defence)—1030.

This is the most accessible site in the neighbourhood of Montreal and while my predecessor could not obtain a site anywhere near the city for a price less than \$400,000 or \$500,000, or possibly \$1,000,000, I have obtained a site for \$180,000, 1030. The property secured by the late minister was absolutely unsuited for a barracks site. A school of instruction is wanted for the militia of Montreal. In not one solitary instance, except in the case of the Back river property, could we get a large enough area for our purpose. The property adjoining this property is valued at \$200 more an acre than we paid, 1031. Summary of what was handed over to Montreal by the late government for practically nothing. The Longueuil site was entirely unsuited and almost inaccessible, 1032. History of purchase of Farnham camp, 1033.

Lemieux, Hon. R. (Rouville)—1025.

The motion is to simply get the necessary information which should be followed by a drastic investigation. St. Helen's island and other lands at Montreal referred to and their sale. Order in Council read, 1026. Hansard of February 7 quoted, 1027-8. After that policy had been accepted by Parliament every one expected that the construction of the barracks and military school would proceed forthwith. People were startled to learn last summer that this Longueuil site had been discarded and that another site had been secured at a huge figure. What is the history of the purchase, 1028-9. I want to know who gave the instructions for changing this site from Longueuil to Dorval and to whom they were given. I want to know what the government intends to do with the property at Longueuil, 1030.

DRAWBACK ON PIG-IRON.

Motion in committee:

Resolved, that it is expedient to provide that the Governor in Council, may under regulations made for the purpose, allow, on the exportation of goods manufactured in Canada and into the manufacture of which pig-iron imported into Canada mixed with pig-iron made in Canada has entered, a drawback, equal to the duty paid, less such deductions therefrom as is provided in such regulations, on all pig-iron imported and used by the manufacturer of such goods in manufacturing the goods exported and other goods, and

DRAWBACK ON PIG-IRON—*Con.*

the drawback may be computed on the total quantity of pig-iron, including pig-iron made as aforesaid, entering into such exported goods.—Mr. White, 3210.

Arthurs, James (Parry Sound)—3213.

Representing a county interested in the pig-iron industry, I have only one objection to this proposed legislation, and it is that it does not go far enough, 3213. He is simply asking that the manufacturer who is honest enough, Canadian enough, to buy as much as possible in Canada should receive the same treatment as the manufacturer who imports entirely from the United States, 3214.

Carroll, W. F. (Cape Breton South)—3216.

Does the hon. minister say that they can buy pig-iron in Canada more cheaply than they can buy it in the United States and pay the duty? The minister agrees with me that it would be more to the advantage of the Canadian manufacturers of iron and steel if no drawback were allowed. If the object is to benefit the producer of iron and steel, why not then do away with the drawback altogether, 3216.

Clark, Michael (Red Deer)—3217.

I would like to understand exactly the attitude of the minister in the matter. He seems to be in favour of the export of these manufactured iron goods into the United States, 3217. My hon. friend knows that if he did not lead certain iron and steel people in this country after 1911 to believe that the alleged anomalies of the tariff with regard to iron and steel, would be removed at an early day, some of his colleagues did, 3218.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3213.

The more this matter is explained the more mysterious it seems to be. He is going to take away the inducement to purchase iron in the United States by increasing the bounty from one-third to three-thirds. I do not know how that will work out, but it seems to me that it will work out according to ordinary rules of common sense, 3213.

Macdonald, E. M. (Pictou)—3212.

If that is the end the minister wishes to attain, he is not attaining it at all according to the explanation he has given to the House, 3212. I would like to get from the Minister of Finance some clear explanation as to how this proposition is going to be worked out, 3212. If these manufacturers who purchase pig-iron for raw material are patriotic and Canadian enough to encourage Canadian industries, they will purchase all their pig-iron in Canada without asking my hon. friend to give them the whole drawback and thus remove all the impediments which lie between them and purchasing in the United States, 3214.

DRAWBACK ON PIG-IRON—*Con.*

McKenzie, D. D. (Cape Breton North and Victoria)—3219.

I do not pretend to be an expert on questions of duty as applied to the subject matter before the committee, but, generally, I make the statement that I believe the large producers in Canada are to-day capable of producing pig-iron sufficient to supply the Canadian market, and if we are capable of supplying the market we are equally capable of supplying it with a first-class article, 3219. I think the protection should stand there for the Canadian pig-iron producer, particularly when we produce a first-class article and lay it down for the same price that pig-iron can be got elsewhere, 3220.

White, Hon. W. T. (Minister of Finance)—3210.

Statement explaining reasons for legislation. I am told that the Massey-Harris Company has bought its pig-iron outside of Canada for years, and the same thing has also been brought to my attention in connection with the International Harvester Company, 3211. On the face of it, this legislation would seem to be a disadvantage to the Canadian iron and steel companies, but it is not so, 3212. As a matter of fact, I have given the most careful and painstaking attention to the whole matter of the steel schedule; and I believe the steel industry, as a whole, is quite satisfied with what has been done, 3215. It might be that they would lower the price to get the business. The provision as to drawback does not relate only to iron and steel; it relates to all raw material imported by Canadian manufacturers in respect of their export business, and the reason is that either they must be placed on an equality with foreign manufacturers, who get their raw material cheaper, or they cannot compete, 3216-17. I am quite satisfied that no tariff promises were made on the eve of any election; at least, on the occasion of the election of 1911; I am not so sure about the promises of 1896, 3218.

DREDGING OF RIVIERE JESUS.

Motion:

For a copy of all correspondence, documents, recommendations and reports respecting the survey, dredging, the work done or proposed to be done, concerning the dredging, deepening, etc., of rivière Jésus, and rapides du Grand Moulin, St. Eustache, the list of men employed to perform that work, their salaries respectively, and the amount of money spent on that work, since the 1st of January, 1907, up to the 2nd of February, 1914.—*Mr. C. A. Wilson, 1735.*

Wilson, C. A. (Laval)—1735.

In order to make motion clear he explains the geographical location. Agree that some work should be done on river, 1735.

DRY-DOCK SUBSIDIES.

Motion:

Resolved, that it is expedient to provide that the subsidy payable in respect of first-class dry-docks under section 8 of the Dry-docks Subsidies Act, 1910 (1910, chapter 17) be increased from three and one-half per cent to four per cent per annum of the cost of the work as fixed under the Act, during a period not exceeding thirty-five years.—*Mr. Rogers, 3961.*

Carvell, F. B. (Carleton, N.B.)—3961.

Would not he feel justified in extending this increased subsidy to the dry-dock at St. John just as though the work were in the future, 3961. It seems to me that if the minister would make this retroactive so far as the St. John dock is concerned, he would give us in St. John the opportunity of having a really first-class dry-dock 1,100 feet in length, the same as those at Lévis, on the Pacific coast, and, I believe, at Halifax, 3962.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3964.

Although they are constructing that dry-dock under the Dry-docks Act, in a sense, it is well known to the Public Works Department that Norton Griffiths and Company would never have entered into a contract for the building of a dry-dock if it had not been linked up with other work I have mentioned, 3964.

Lemieux, Hon. R. (Rouville)—3962.

I do not know personally of the case at St. John except by rumour and by what is being published in the press. I know that this great dock will revolutionize things at St. John, 3962. I do not wish to start a debate on the Canadian navy, but I am glad to hear my hon. friend confirm the statement made by several members of the Liberal party last year that if Canada wanted a navy our own shipyards could build the vessels, 3963.

Rogers, Hon. Robert (Minister of Public Works)—3961.

This resolution is presented to meet the difficulties that are found in raising the necessary capital for the construction of a first-class dry-dock, 3961. I do not think it would be the part of wisdom to make the legislation retroactive, 3962. I do not see how we could fairly ask Parliament to amend the subsidy after the work has been practically completed and give them an advance on the subsidy for which they had already contracted to build the dock, 3963.

House in Committee on Bill No. 205.—*Mr. Rogers, 4090.*

Borden, Rt. Hon. R. L. (Prime Minister)—4095.

So far as the city of St. John is concerned, I think that the contract was entered into upon tenders called for by the hon. member from the city of St. John; in

DRY-DOCK SUBSIDIES—*Con.*

those tenders, as I understand, the dimensions of the dock were fixed. His present observations are therefore a reflection on his own conduct as Minister of Public Works, 4095.

Carroll, W. F. (Cape Breton South)—4092.

Suggests that dry-docks of the second and third-class should be taken in as well as those of the first-class, 4092. The law should be so amended that all persons interested in building dry-docks, whether of the first, second, or third-class, should be put on an equal basis, 4112.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4097.

My hon. friend from St. John now condemns his own action of three or four years ago in asking for the construction of dry-dock at St. John which was to be 900 feet in length. His remarks prove that and nothing more, 4097. Thinks it is very desirable, if it can be done on proper terms that the extension of dry-dock at St. John should be carried out to 1,100 feet, 4098. Further remarks on same subject, 4100-16.

MIDDLEBRO, W. S. (Grey North)—4093.

Thinks that the cheaper class of dry-docks should be allowed the same rate of interest as the larger dry-docks, 4093.

Pugsley, Hon. Wm. (St. John City)—4090.

Calls attention to repealing clause, paragraph (a) sec. 8 and asks if consideration has been given to change in plan for dry-dock at St. John, 4090-1. If the Minister of Public Works sincerely desires to encourage dry-docks, ought not he to take the bull by the horns and make the general guarantee 4 per cent? 4092. Thinks the Minister of Public Works ought to be reasonable with regard to aid to dry-docks, 4093. Opposes amendment because he considers it an injustice to the people of St. John, 4094. Urges the Minister of Marine and Fisheries to use his influence with his colleagues to have St. John dry-dock made the same as the other large dry-docks, 4095. When this government undertook to deal with dry-docks they properly decided that, as far as Quebec and Halifax were concerned, docks should be 1,150 feet in length. Why should they have not so decided for St. John as well? 4096. Appeals to have the matter left open, 4097. Replies to Mr. Hazen's remarks, 4098-4100-08.

Rogers, Hon. Robert (Minister of Public Works)—4091.

This Bill is introduced to enable the government to construct a first-class dry-dock at Vancouver. Referring to St. John dry-dock the government will give it every consideration, 4091. Suggests new section be added to section 3, 4093. Promises legislation at next session to cover points raised, 4112.

DUTY ON BASIC FURNACE SLAG.

Inquiry.—Mr. Emmerson, 511.

Emmerson, Hon. H. R. (Westmorland)—511.

Reference made to order handed to him by the Minister of Customs. Asks minister whether there any papers or whether he can give any information as to the application upon which this order was based, 512.

Reid, Hon. J. D. (Minister of Customs)—512.

I will get all the information and papers required, 512.

Speaker, His Honour the—511.

I do not think it is permissible for one member of the House to get up over and over again, when the Orders of the Day are called, and introduce subjects and ask questions, 511.

Motion.—Mr. Emmerson, 630.

Carvell, F. B. (Carleton, N.B.)—643.

I am not surprised that the minister speaks of this matter as he does—a mere 50 cents a ton to be paid by the farmer on fertilizer. Because we did it once this government claim to have the right to go on sinning without being criticised, 643. We charge the minister with having increased that duty without justification or reason. What on earth did the manufacturer of this slag want the duty put on for if he did not intend to increase the price to the farmer, 644. This matter requires more than the passing notice of the minister. This duty is imposed at the request of a manufacturing industry in this country, 645. When the tariff is brought down the minister should make fertilizers entirely free, 646.

Emmerson, Hon. H. R. (Westmorland)—630.

We have developed very recently a method of legislation that is much more dangerous and much more inimical to the public interest than that of the Order in Council. Statement and memo. of Customs Board read, 631. Quotation from Tariff Act read. I hold that the Board of Customs had no jurisdiction to deal with the matter, 632. The effect of the order of the board has been very material and has caused very serious surprise. The farmers of eastern Canada were astounded on learning that it was subject to duty, 633. The farmer had imposed upon him the burden of this tariff and in addition 40 cents a ton freight on this same article, 634. The action of the Customs Board has resulted to the injury of the farmers in eastern Canada. Farmer's letter quoted *re* duty of slag, 635-8.

Hughes, J. J. (Kings, P.E.I.)—638.

This slag under the late government was admitted free of duty, 638. That is one of the things which show the insincerity of this government when they state they have the interests of the farmers at heart. It is well for the farmers to know the actual situation and well that these things are occasionally exposed, 639.

DUTY ON BASIC FURNACE SLAG—*Con.*

Maclean, A. K. (Halifax)—647.

There is no authority in the statute for the ruling made by the minister and by the Board of Customs. It was clearly the intention of Parliament that all the constituents which enter into the manufacture of fertilizers should come into Canada free of duty, 647. The motion of Mr. Emmerson is well founded in fact and law, 648.

Reid, Hon. J. D. (Minister of Customs)—639.

Mr. Emmerson's whole argument was to show that fertilizers should be on the free list, 639. The article is brought into this country not as a blast furnace slag but as a fertilizer and sold as such, 640. The matter was brought before the Board of Customs and it was ruled to be a fertilizer. There was a case in 1909 almost similar to this where an appeal was made to the Board of Customs. Ruling quoted, 641-2.

DUTY ON AGRICULTURAL IMPLEMENTS.

Inquiry.—Mr. Knowles, 566.

Borden, Rt. Hon. R. L. (Prime Minister)—566.

Announcements in regard to tariff are made in first instance, 566.

Knowles, W. E. (Moosejaw)—566.

Asks if government will introduce legislation for reducing duty on agricultural implements, 566.

DUTIES ON AGRICULTURAL IMPLEMENTS.

Motion:

In the opinion of this House the time has arrived when, in the interests of the farmers, and consequently in the interests of the whole of Canada, the duties on agricultural implements should be forthwith removed.—Mr. Knowles, 1549.

Beland, Hon. H. S. (Beauce)—1586.

It is safe to say that a larger number of people are interested in this question in the East than in the West. The reciprocity pact, which was condemned in very strong terms by the party opposite, was a step in the right direction, 1586.

Borden, Rt. Hon. R. L. (Prime Minister)—1558.

We cannot accept the motion proposed and if it is not withdrawn it will have to receive the opinion of the House upon its merits as a motion of want of confidence. The difference between the two parties is that the Opposition have repeatedly declared themselves to be absolutely opposed to the policy of protection and to stand for free trade as it exists in England. Having sought the mandate of the people upon it they came into power and for 15 years practised a policy of protection, 1559. I have never seen or heard any reason which would lead me to the conclusion that if there were absolute

DUTIES ON AGRICULTURAL IMPLEMENTS—*Con.*

free trade between the two countries, the great trusts established in the United States would be any more merciful to or considerate of the interests of the people of Canada than they have been of the interests of the people of the United States, 1560.

Buchanan, W. A. (Medicine Hat)—1585.

I believe it is necessary that this government should be impressed with the importance of this matter, and should be reminded of its want of concern for the interests of farmers of western Canada. I think this subject is worthy of more attention than was given to it by the Prime Minister, 1585. Some people have the misconception that once a man takes up a homestead in the West he immediately becomes rich; that he has great crops every year, that he gets high prices, and that in a very short period of time he is able to retire and live in one of the towns or cities, 1586.

Clark, Michael (Red Deer)—1587.

The position of the government seems to be, bounties for the manufacturer and burdens for the farmers. There has been a great advance in the United States since the reciprocity pact was turned down and that is the crucial point that this government is up against—the United States has removed the duty altogether on agricultural implements, 1587. I should like very much to know whether any of the people who are manufacturing these implements in Canada have asked the government not to interfere with them? 1588. We are as one man in desiring absolute freedom for production of the implements with which the produce is raised, 1589.

Guthrie, Hugh (Wellington South)—1566.

To my mind there is nothing in the argument of the Prime Minister. I desire to show that the entire abolition of duties on agricultural implements would not be an injustice to a single manufacturing establishment, 1567-9. If such a universal demand was made in regard to any other matter I do not believe the government would hesitate, 1569. They could do no more popular act for themselves with the agricultural classes in Canada than to make implements duty free, 1570.

Hughes, J. J. (Kings, P.E.I.)—1582.

If the basic industry of any country is sound and progressive, all subsidiary industries, and all their branches, must be progressive. Is agriculture in Canada as progressive and as profitable as it should be. Protection is economically unsound and morally wrong. No class of people should be taxed for the benefit of any other class, 1583. This is an opportune time to give the government advice whether they take it or not. The manufacturers have been protected long

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—*Con.*

enough. We believe it is now time that the protective duties should be removed and that free course should be given to competition, 1584.

Knowles, W. E. (Moosejaw)—1548.

The question is of far too great importance to make it a mere political question for party purposes. The Dominion of Canada to-day owes more than it has ever realized to the people who started the farms of this country from the Atlantic to the Pacific, 1549. We have a greater Canada to-day because of the development that has taken place in the prairie provinces, 1550. Neither party in Canada has gone as far towards a lower tariff as I would have liked them to go, 1551. The Liberal policy is a sane one. The Conservative party has had its declared policy as being a policy of protection, 1552. Mr. Foster quoted as to protection and duty on agricultural implements referred to, 1553. Why do they not want to give to their fellow-Canadians, since they want to help Canada, the same terms that they give to the purchasers of manufactured articles away across the sea, 1554. The difference in the price of the Cockshutt plow in the United States and the West and other implements and their price to the farmer referred to, 1555. Mr. Cockshutt and Mr. Metcalfe's evidence before the Washington Tariff Commission quoted, 1556-7. I believe the time has come in Canada when these manufacturers do not need protection. The removal of protection on agricultural implements is in accord with the policy of the government as well as of the Opposition, 1557. Mr. Foster and Mr. Haggart quoted with regard to reduction on agricultural implements, 1558.

MacNutt, Thomas (Saltcoats)—1578.

What effect would the abolition of the duty have upon the cost of agricultural implements? 1578. The small farmers are the real developers of the West. The methods adopted in selling implements in the West, 1579-80. It would be a very easy matter for the government now to follow the example of the United States and abolish the duty on implements, 1580. I trust that when the budget is brought down there will be something in it providing for the relief of the farmers along these lines, 1581.

McCraney, G. E. (Saskatoon)—1581.

Reference made to the great benefits which would have accrued to the farmers by the adoption of reciprocity with the United States, 1581. This government has got to go a very much longer way than either the reduction or the abolition of the duties on agricultural implements to make up to the farmers what they have lost by the defeat of the reciprocity pact. I am sure that we on this side have no

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—*Con.*

hesitation at all in showing our want of confidence in this government and in any proposals which it is likely to bring forward, 1582.

Meighen, Hon. Arthur (Solicitor General)—1589.

They desire to have this unanimous and in order that the idea of its unanimity should be spread broadcast they have chosen to so arrange their addresses that not only the provinces of the West but the province of Quebec and the province of Ontario and the province of Prince Edward Island, away in the far east have been represented in order that they might, if they possibly could, impress the whole of Canada, 1590. There must be questions and differences of opinion. Inevitably, on either side, there will be differences of opinion as to how far the principle that either side advocates will carry a party relation to a specific duty, as, for example, how far it is necessary, with due regard to protective principles, to protect the agricultural implement industry, 1591. The hon. gentleman sees, if he will do justice to his intelligence, that the late government were in a position to get the American market just as free as it is to-day to this government, 1592. But this government takes the ground that they are here representing, not one class but all of the great interests of this country. Be they the farmers, be they the manufacturers, or be they anybody else, they are at liberty to see this government and to present their views, and fair and just treatment will be meted out to them, 1594. It was the Conservative party and not the Liberal party that effected the greatest reduction in the duty on agricultural implements, 1595.

Neely, D. B. (Humboldt)—1570.

All the farmers are asking for is a square deal and they are not getting it, 1571. The government at this time should very justly and very fairly give us some encouragement as to what we may expect in the way of relief, 1572. Saskatchewan commission referred to and figures as to prices quoted. The farmers of the West have had some relief this year but it was owing to the action of the United States, 1573. Report of the Union Bank of Canada and Grain Growers' Guide quoted, 1574. Prices and conditions compared between United States and Canada, 1575. From the personnel of the government I think that something will be done this session to alleviate the burden of taxation on the farmer, 1576. Just a word as to the promises of the government in reference to this matter, 1577. The farmers do not want honeyed words and diplomatic phrases; they want relief from the burden of taxation by which they are oppressed, 1578.

Oliver, Hon. Frank (Edmonton)—1595.

Replies to arguments of the Solicitor General, 1595-6. Figures given, and com-

DUTIES ON AGRICULTURAL IMPLEMENTS
—*Con.*

parisons made of the marvellous advance of the three prairie provinces, 1596-7. It is to reduce the cost of production that the proposal to abolish duties on agricultural implements is placed before Parliament. The security for their money is being depreciated by present conditions. Prices of canned goods quoted, 1597. Condition which affects the welfare of this whole country is imminent and calling for legislative action without delay; that action is necessary in the interests, not of the western farmer but in the interests of this whole country; that the condition today is absolutely reversed from what it was in 1911. Is the government not going to recognize that condition? Are they not going to recognize the necessity of reducing the cost of production in the West, and in the East as well, by any and every means that lie to their hand, 1598. We have no apology to offer for the reciprocity agreement in any particular. It was an arrangement intended to meet the conditions as they then were, 1599.

Thomson, Levi (Qu'Appelle)—1560.

Is the agricultural implement industry still in its infancy; is it still in danger of ruin from outside competition? No one here will seriously claim that this industry is still in its infancy, 1561. Figures quoted of exports and imports for 1907 and 1910. We are told that we should keep Canada for the Canadians; is charging our own consumers a higher price for what they buy than we charge outsiders to be regarded as a policy of Canada for the Canadians, 1562. Let us consider the effect if the grain growers of Canada undertook to charge more to the home consumers than to the foreign consumers, 1563. While a great many of us, and I among them, are not willing to admit that the late government did all they should have done in the matter of reducing duties, I think we should be fair to them and admit that they did a great deal, 1564. Figures on importation of binders, etc., referred to, 1565. There is an obligation on the present government to remove these duties entirely. We have a right to free access to the markets of the world and we will have it, 1566.

White, W. H. (Victoria, Alta.)—1599.

This resolution has a good deal to do with going into mixed farming. The difference in cost of mixed and wheat farming, 1600. Herald quoted as to Alberta's cattle trade. If we have to compete in the world's market to find buyers for what we produce, it is up to us to start fair in the matter of production, 1601.

DUTY ON STRUCTURAL STEEL.

Statement.—*Mr. White*, 3160.

White, Hon. W. T. (Minister of Finance)—3160.

Refers to report in Montreal Gazette, which he quotes. I desire, therefore, to make

DUTY ON STRUCTURAL STEEL—*Con.*

it plain that the adjustment which I had in mind did not relate to these products. I may say, in order that there may be no doubt whatever about the matter, that it is not the intention of the government to introduce any further tariff changes at this session of Parliament, 3161.

EASTER ADJOURNMENT.

Motion:—

That when this House adjourns on Wednesday next the 8th April, it do stand adjourned until Tuesday the 14th April.
—*Mr. Borden*, 2311.

Borden, Rt. Hon. R. L. (Prime Minister)—2311.

I would have no objection and would move to amend the motion accordingly, 2312.

Macdonald, E. M. (Pictou)—2311.

Suggests that House re-assemble on Wednesday instead of Tuesday, 2312.

Oliver, Hon. Frank (Edmonton)—2312.

I would support *Mr. Macdonald* suggestion, 2312.

ELECTION LAW COMMITTEE.

Motion:

That a select committee composed of Messrs. Northrup, Maclean (Halifax), Murphy, McKay, Carvell, Robidoux and the mover be appointed to inquire into the operation of the Act relating to the election of members of this House, and into the practice and procedure in connection with election petitions; and to consider what changes are desirable therein, with power to send for persons, papers and records, to examine witnesses under oath, and to report from time to time, *Mr. Doherty*, 1118.

ELECTORAL CORRUPTION.

Motion:

That, in the opinion of this House, it is desirable to enact more effective provisions to punish bribery and fraud at elections, to ensure thorough publicity as to expenditures by political organizations, to prevent the accumulation of campaign funds for corrupt purposes, and to prohibit contributions thereto by corporations, contractors and promoters, to expedite the hearing of election petitions, and to prevent collusive arrangements for the withdrawal of compromise thereof, to provide for a thorough investigation of corrupt practices, and if necessary to appoint an independent prosecuting officer charged with that duty, to simplify the procedure thereof and to enforce the laws so amended. And that a selected committee of nine be appointed to inquire into the Acts relating to elections to this House, and the prevention of corrupt practices thereat, and the procedure and practice upon petitions relating to such elections, and

ELECTORAL CORRUPTION—*Con.*

to report to the House if any changes are desirable therein. That the said committee have power to send for persons, papers, and records. That three be a quorum of the committee.—Mr. Maclean (Halifax), 900-01.

Borden, Rt. Hon. R. L. (Prime Minister)—918.

It is not the desire or intention of the government to relax the law but to give to the country an election law which will be properly enforced, 918. I hope that the labours of this committee may result in some improvement of the law in that regard. No matter how stringent we make our election law, fraud has manifold devices at its command and we must, after all, depend upon the force of public opinion, 919. We are liable to exaggerate the extent to which actual bribery of the electorate is carried on. Personation, especially in large cities is of very widespread extent, 920.

Boyce, A. C. (Algoma West)—914.

I regret that I cannot congratulate the member for Halifax in bringing these matters to the attention of the House. I would I could believe all the hon. gentleman says in his resolution. These hon. gentlemen opposite when in office rejected every resolution which tended to reform, 914-15.

Burnham, J. H. (Peterborough West)—907.

In the United States they are twenty years ahead of us in grappling with corruption. A simple remedy would be found by adding a clause to the Criminal Code stating that each individual case as it arises may be treated before a magistrate or two justices of the peace, 907. The people of Canada believe that a great many people are in public life for what they can get out of it. A great public duty has been performed by Mr. Maclean by bringing the matter forward, 908.

Doherty, Hon. C. J. (Minister of Justice)—908.

We must all agree that there is room for the exercise of improper influence and that those influences are put into operation and probably in some cases affect the results of elections. This question has been under consideration. A Bill prepared by such a committee would be free from the suspicion that it was inspired by any party political consideration, 908. In 1903 this House appointed a committee for practically the same purpose as this committee is now asked for. A brief summary of what was done, 909. As regards our election law itself it might perhaps be said that its very severity tends to defeat its purpose. Matters pointed out to which the committee give consideration, 910-12. There are some other considerations from the point of view of the man who has been willing to serve his country and has become a candidate. The advantages that might come from the publication of electoral contributions are apparent, 913.

ELECTORAL CORRUPTION—*Con.*

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—915.

The Conservatives declared that if they come into power they would remedy these evils, 915. It is no use bandying accusations from one side of the House to the other upon this question. Let us try to deal with it in a fair manner. I do not wish to make any political capital out of this question. Whilst the law is too severe in some respects it is too lax in others, 916. Cites two cases in point. If you make election day a holiday you will invite many offences against the law. As to compulsory voting I have not very strong views on that point. The great thing is to prevent bribery and corruption in elections, 917. The machinery we now have has been for some years almost dormant, 918.

Maclean, A. K. (Halifax)—901.

The Opposition are ready to co-operate with the government to make effective the principles contained in the first part of the resolution. All laws respecting corrupt practices are designed to prevent such practices, 901. I doubt if there is any portion of the British Empire in which corrupt practices in elections are so prevalent as they are here. Would like to invite a brief consideration of some of the provisions of the English statutes in reference to this matter, 902-5. Senator Clapp quoted, 905-6. My suggestion is against the idea of by-elections to be held upon dates selected arbitrarily by the administration of the day, but that there should be some statutory provision dealing with the matter, 906.

EMPRESS OF IRELAND DISASTER.

Remarks.—Mr. Borden, 4433.

Borden, Rt. Hon. R. L. (Prime Minister)—4433.

I conceive it my duty to refer to the appalling disaster of which tidings came to us this morning. In its awful suddenness, and the enormous toll of human life which was taken, the disaster comes to us with a shock which, I suppose, was never experienced in this country before, 4433.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4434.

The hand of fate has certainly been very heavy against us for the last few months; this is the third disaster which has happened in the St. Lawrence since navigation has opened, and this one surpasses in horror anything that has occurred for many years, certainly since the fatal calamity of the Titanic, 4434.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4552.

Borden, Rt. Hon. R. L. (Prime Minister)—4552.

Reads telegrams received with regard to disaster, 4552.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4555.

Borden, Rt. Hon. R. L. (Prime Minister)—4555.
Further messages of sympathy read, 4555.

Carvell, F. B. (Carleton, N.B.)—4556.
Statement from Ottawa Journal quoted, 4556.

Pelletier, Hon. L. P. (Postmaster General)—4556.

Refers to report received from captain of Lady Evelyn which was sent to the press and adds that the country and House will appreciate the good work done, 4556.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4628.

Borden, Rt. Hon. R. L. (Prime Minister)—4628.
Further telegrams *re* disaster read, 4628.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Pelletier, 4716.

Pelletier, Hon. L. P. (Postmaster General)—4716.

Reads telegram of Capt. Pouliot, 4716.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4879.

Borden, Rt. Hon. R. L. (Prime Minister)—4879.
Further telegrams read, 4879-80.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4894.

Borden, Rt. Hon. R. L. (Prime Minister)—4894.
Telegrams read from Mr. Gutelius, 4894.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 4954.

Borden, Rt. Hon. R. L. (Prime Minister)—4954.
Further telegrams of sympathy read, 4954.

EMPRESS OF IRELAND DISASTER.

Reference to.—Mr. Borden, 5230.

Borden, Rt. Hon. R. L. (Prime Minister)—5230.
Telegram read *re* disaster, 5230.

EMPRESS OF IRELAND INVESTIGATION.

Statement.—Mr. Hazen, 4716.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4716.

Informs House of the appointment of commissioner to inquire into disaster, 4716.

EMPRESS OF IRELAND INVESTIGATION.

Constitution of the court.—Mr. Hazen, 4887.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4887.

Statement of constitution of court to inquire into the Empress of Ireland disaster, 4887-8.

ELECTRIC RAILWAYS.

Inquiry.—Mr. McCoig, 4716.

Borden, Rt. Hon. R. L. (Prime Minister)—4716.
The matter is under consideration, 4716.

McCoig, A. B. (Kent West)—4716.

Asks policy of government *re* hydro-electric lines in Ontario, 4716.

ERIE, LONDON AND TILLSONBURG COMPANY.

House in Committee on Bill No. 46.—Mr. Morphy, 935.

Lancaster, E. A. (Lincoln)—995.

This is the third renewal, 995.

ERRONEOUS REPORT.

Statement.—Mr. Borden, 1871.

Borden, Rt. Hon. R. L. (Prime Minister)—1871.

Directs attention to a report in the Ottawa Free Press *re* caucus of Conservative members which is characterized as a tissue of falsehoods from beginning to end, 1871.

ERROR IN DEPARTMENTAL ACT.

Attention to.—Mr. Emmerson, 2902.

Borden, Rt. Hon. R. L. (Prime Minister)—2902.

My hon. friend is giving us an example of a little knowledge being a dangerous thing. Doubtless the confusion has arisen over the identity of names, 2903.

Emmerson, Hon. H. R. (Westmorland)—2902.

Calls attention to error in Interior map *re* number of chartered banks in New Brunswick and Prince Edward Island, 2902-3.

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

House in Committee on Bill No. 42.—Mr. Shepherd, 994.

Lancaster, E. A. (Lincoln)—995.

This Bill is the renewal of an existing charter, 995.

EXPORT OF PETROLEUM.

Motion:

Resolved, that it is expedient to amend the Export Act, chapter 50, of the Revised Statutes, 1906, to give the Governor in Council power to prohibit the exportation of crude or partly manufactured petroleum obtained or won on any land belonging to His Majesty, in the right of Canada, situate in the provinces of Manitoba, Saskatchewan, Alberta, British Columbia or in the Northwest Territories or in the Yukon Territory.—Mr. Reid, 971.

EXPORT OF PETROLEUM—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—1971. Regulations have been established for a number of years with regard to the leasing of lands in the West for the purpose of oil production, 971. After a careful consideration of those regulations we arrived at the conclusion that certain changes should be made in our regulations, 972. The object of this empowering provision looks to the larger future, 972. If steps were taken to occasion an interruption of business due compensation would be made, 973. We are not asking this power for the purpose of interfering with commercial operations but only to be in a position to take action, under very serious conditions, 973.

Knowles, W. E. (Moosejaw)—974.

The government should put into force more practical regulations for administering this branch of the Department of the Interior. Thinks the regulations with respect to gas and oil should be changed, 974.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—973.

The government asks power to do by Order in Council what should be done only by Act of Parliament. Whatever be the object I think the House is entitled to know why such legislation as this is sought, 973.

Oliver, Hon. Frank (Edmonton)—972.

The government would be well-advised to be somewhat more specific than the Prime Minister has yet been in stating the purposes for which they propose to exercise this authority when vested in them, 972-3.

Reid, Hon. J. D. (Minister of Customs)—971.

It was found that regulations did not give the right to prohibit the exportation of petroleum and it was necessary to have a separate Act, 971.

Roche, Hon. W. J. (Minister of the Interior)—975.

The regulations have been recently changed. In addition to the \$5 entry fee the applicant must deposit his first year's rental, 975.

EXPORT OF PETROLEUM.

House in Committee on Bill No. 84.—Mr. Borden, 1758.

Borden, Rt. Hon. R. L. (Prime Minister)—1758.

Resolution was amended and Bill was drawn on resolution in its amended form, 1758. Would be anxious to accept any modification which would preserve the object and would not deter investment of capital, 1759. This is a proposal to prohibit absolutely for a national purpose, 1760.

EXPORT OF PETROLEUM—*Con.*

Oliver, Hon. Frank (Edmonton)—1759.

See no reason why object of government would not be as well attained by specific indication in Bill of conditions under which authority would be exercised, 1759.

EXPORT OF PETROLEUM.

House again in committee on Bill No. 84.—Mr. Reid, 3463.

Borden, Rt. Hon. R. L. (Prime Minister)—3463.

An explanation has been given in this House of the policy upon which the government will exercise the power conferred by this Bill. I think that on the whole the proposed terms of the Bill ought not to deter persons proposing to invest, 3464.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3464.

Our difficulty in the case of this legislation is that it is impossible to conceive why the export of oil should be prohibited. The amendment proposed will minimize my objection, 3464.

Marcil, Hon. Charles (Bonaventure)—3465.

I read in a newspaper some weeks ago that the possible reason for this legislation was the prospective use of petroleum in connection with defence, 3465.

Oliver, Hon. Frank (Edmonton)—3463.

At the present time capital is being attracted towards those possible oil fields; and I think it will be very unfortunate if, by an Act of Parliament, we tend to deter the investment of capital, as I am sure the terms of the Bill put before the House will do, 3463.

Pardee, F. F. (Lambton West)—3465.

It would appear to me that this kind of legislation is not desirable, because if the United States were to retaliate with the same class of legislation and put it into effect, it would cut off the Dominion of Canada very largely from a supply of crude oil, 3465.

FALSE ADVERTISEMENTS.

House in committee on Bill No. 149.—Mr. Doherty, 3466.

Bennett, R. B. (Calgary)—3469.

The Bill that has been prepared goes as far as it is possible to go, having regard to the fact that expressions of opinion should not in any event be called criminal. The crux of the offence now constituted is misrepresentation as to real or personal or movable or immovable property by way of advertisement, 3469. The mere false representation is not sufficient; it must be of a character likely or intended to enhance the value of the property, 3471.

Burnham, J. H. (Peterborough West)—3480.

The national law, the international law, the municipal law, and so on, all specify cer-

FALSE ADVERTISEMENTS—*Con.*

tain things. The criminal law in the same way specifies certain things, but I repeat that no penalty except what is laid down in the Scriptures is provided for an infraction of the moral law. I would ask the minister, therefore, whether he does not consider it possible and advisable to lay down a sort of open penalty which may be made use of when such a case arises for which there is no specified punishment, 3480.

Doherty, Hon. C. J. (Minister of Justice)—3466.

The purpose of this Bill is to constitute false statements, knowingly made in advertisements, an offence where the statement is of a nature to enhance or misrepresent the price or value of any property of any description or any interest in it, 3466. I do not know that it is humanly possible to make legislation that will prevent people exaggerating the qualities of the goods which they offer to sell provided they keep within the limits of an expression of opinion and provided they do not undertake directly and knowingly to misrepresent the facts, 3468. The purpose of this law is to get at a person who knowingly publishes a false advertisement, and I do not believe it would be found in the working out, that the newspaper would be so much brought under this provision as the person who advertised, 3470. What we want to try to do, if it can be done, is to suppress the lying advertisement without regard to whether the liar succeeds in getting something or not, 3470. A man is to be punished here for his advertisement, even though he never makes a dollar out of it, 3471. It seems to me that the difference between the offence provided for in this Bill and the offence under section 405 of the Code is clear, 3480.

German, W. M. (Welland)—3468.

I think the Bill of the Minister of Justice is quite right, but I think that one word should be added to it, 3468.

Knowles, W. E. (Moosejaw)—3470.

I think this is very dangerous legislation, and for the reason that there are a great many such clauses in the Criminal Code which are used by speculators and by people who rue their bargains, 3470.

Lemieux, Hon. R. (Rouville)—3466.

Is it necessary to pass special legislation to protect people who will go blind into buying town lots in the far West without seeing them? 3466.

Marcil, Hon. Charles (Bonaventure)—3467.

I called the attention of the government a week or so ago to a clear case of swindling in Montreal. Advertisement circulating quoted, 3467. I would ask the Postmaster General to put an end to the use of the mails for this purpose, 3468.

FALSE ADVERTISEMENTS—*Con.*

McKenzie, D. D. (Cape Breton North and Victoria)—3471.

If this action is to be made a crime, then the minister is creating a new crime. It might possibly be a crime at common law, but it is now by this Bill to be crystallized into a crime under the Code, 3471.

McKay, James (Prince Albert)—3472.

I am in favour of what the hon. minister says with regard to this section creating an offence, but I am afraid that the method of procedure to enforce the penalty, if adopted, is rather dangerous legislation, 3472.

Oliver, Hon. Frank (Edmonton)—3469.

I am not anxious that newspapers publishing advertisements should be relieved from any fair measure of responsibility, and I understand that the word 'knowingly' is introduced for their protection, but will the minister give some idea to the committee as to how far that word carries protection? 3469.

FARMERS BANK.

Inquiry.—*Mr. Maclean* (Halifax), 3197.

Maclean, A. K. (Halifax)—3197.

Asks if statement showing deposits of Farmers Bank for 1906-10 would be laid on the Table, 3197.

White, Hon. W. T. (Minister of Finance)—3197.

I will have pleasure in getting the information, 3197.

FARMERS BANK PAPERS.

White, Hon. W. T. (Minister of Finance)—3452.

Lays on table of House papers connected with Farmers Bank which he thinks completes all the documents in his possession, 3452-3.

FARMERS BANK DEPOSITORS.

House in Committee on following resolution: That it is expedient to provide that there may be paid and applied from and out of the Consolidated Revenue Fund of Canada, a sum not exceeding in the whole one million two hundred thousand dollars to pay to persons who were creditors for money on deposit in the Farmers Bank of Canada, the respective amounts standing at their credit in the books of the bank when the bank suspended payment.—*Mr. White*, 3517.

Burnham, J. H. (Peterborough West)—3529.

It is quite true that ordinary common negligence may not imply responsibility, but gross negligence is an entirely different thing, and I contend that in this case there certainly was very gross negligence, 3530.

FARMERS BANK DEPOSITORS—*Con.*

Clark, Hugh (Bruce North)—3530.

I support the government for the reason given by the Minister of Finance, namely, that the certificate was wrongfully obtained, and that the initial mistake was made by the late government in granting the certificate, 3530. As far as differentiating between the shareholders and the depositors is concerned, I do not think for one minute that the shareholders should be considered at all, 3531.

Guthrie, Hugh (Wellington South)—3520.

This agreement provides in the main that if the depositors receive their deposits they will pay thirty per cent of them for the benefit of the shareholders, so that there may be no doubt liability upon the shareholders, 3520.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3524.

Protests against the imputation that Mr. Fielding was guilty of negligence in issuing the certificate, 3524. If there was negligence on the part of Mr. Fielding the question of how far the government would be responsible would be a very different question; the government would be responsible morally, if not otherwise, 3525.

Lemieux, Hon. R. (Rouville)—3522.

Bank failures in the province of Quebec referred to, 3522. Now, my hon. friend should give an explanation to the country, to the unfortunate depositors of these banks setting forth the reason why they are not treated in the same way as the depositors of the Farmers Bank are treated, 3523. I think that when my hon. friend is made aware of the facts in connection with the failure of these banks he will find the representations were made to the officers of the Finance Department at the time that the aforesaid banks were mismanaged, 3527. My hon. friend contends that he does not recoup the depositors of the Farmers Bank because of the crookedness, extravagance or perversity of Travers and his associates but because forsooth, an error of judgment was committed by the Treasury Board, 3528.

Maclean, A. K. (Halifax)—3521.

The legislation which the government purposes founding upon the resolution we are now considering is, I think, very regrettable indeed, and is establishing an extremely bad precedent, 3521.

Nickle, W. F. (Kingston)—3528.

Commissioner quoted as to responsibility. In the face of that finding it seems to me that the government is establishing a most obnoxious and pernicious principle in giving effect to th's legislation, 3528. If recklessness and fraud was the efficient cause that led to the failure of this bank, I cannot see how we can make a distinction between a French-Canadian bank and an Ontario bank, 3529.

FARMERS BANK DEPOSITORS—*Con.*

Ross, D. C. (Middlesex West)—3527.

I think that what the hon. member for Halifax has suggested is probably correct, that the government by this expenditure of \$1,200,000 is trying to discharge some political obligations with which they have encumbered themselves. I do not believe that the Finance Minister, in his heart, believes that this is a good principle to establish, 3527.

White, Hon. W. T. (Minister of Finance)—3518.

Explains in a general way the reason for the government's proposals, 3518-20. Memo of depositors and deposits quoted, 3522. The basis of the government's action is negligence on the part of the Treasury Board. Portion of report quoted, 3523. Where I differentiate this case from the cases that have been drawn to my attention and all other cases is this,—that this Treasury certificate should not have been granted, 3524. The reasons for this legislation are that, according to the finding of Sir William Meredith, the commissioner, the Treasury Board did not do what he says it was incumbent upon the Treasury Board to have done, 3525. I have stated that no legal rights accrue to the depositors against the government, but I was seeking to justify—and I think I have justified—the action of the government on the analogy of legal principle, and, therefore, it was perfectly proper for me—and I do not think my course can be animadverted upon at all—to establish, from the finding of the commissioner, that the Treasury Board had been negligent in the issue of the certificate, 3526.

FARMERS BANK.

Inquiry.—Mr. Lemieux, 3636.

Lemieux, Hon. R. (Rouville)—3636.

Asks if Minister of Finance will lay on the Table the names of the depositors in La Banque du Peuple, Ville Marie Bank, and La Banque St. Jean, 3636.

White, Hon. W. T. (Minister of Finance)—3636.

If the information is available I shall consider the advisability of complying with the request, 3636.

FARMERS BANK.

Request.—Mr. Lemieux, 3785.

Lemieux, Hon. R. (Rouville)—3785.

Refers to letters received as to position of government in regard to depositors in La Banque du Peuple, Ville Marie and St. Jean, and urges the minister for a list, 3785.

White, Hon. W. T. (Minister of Finance)—3785.

No list of depositors in question in the Department. The matter is having consideration, 3785.

FENIAN RAID BOUNTIES.

Inquiry.—Mr. Emmerson, 284.

Borden, Rt. Hon. R. L. (Prime Minister)—284.

Will bring hon. gentleman's question to the attention of the Minister of Militia, 284. Information will be given by the Minister of Militia in due course, 285.

Emmerson, Hon. H. R. (Westmorland)—284.

Asks if the time for filing applications for Fenian raid bounties has expired, 284.

Law, B. B. (Yarmouth)—284.

Directs attention of Prime Minister to letter read and asks when veterans of Yarmouth are likely to be paid, 284.

FENIAN RAID BOUNTIES.

Motion:

For a return showing the names and post office addresses of all persons in the county of Richmond, N.S., who made application for Fenian raid bounty, of all persons who were paid said bounty up to the 15th day of January, 1914, and of all persons whose claims have been disallowed, with the reasons for such disallowance.—Mr. Kyte, 445-6.

FENIAN RAID BOUNTY.

Motion:

For a copy of all correspondence, papers and documents between the Department of Militia and Defence, or any of its officers, and the Halifax County Conservative Association, or any of its officers, or any individual in Halifax county, advising them or him of the sufficiency in form or otherwise of the application of any resident of Halifax county for the Fenian raid bounty.—Mr. Maclean (Halifax), 446.

FENIAN RAID BOUNTIES.

Inquiry.—Mr. Hughes (P.E.I.), 2085.

Hughes, J. J. (Kings, P.E.I.)—2085.

Asks why P.E.I. has been left out of the resolution *re* Fenian bounties, 2085.

Hughes, Hon. Sam. (Minister of Militia and Defence)—2085.

No volunteers ordered out in P.E.I. either in 1886 or 1870, 2085.

FISH TRANSPORTATION CHARGES.

Statement.—Mr. Sinclair, 1215.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1215.

I will look the matter up and if it was so stated it will certainly be corrected, 1215.

Sinclair, J. H. (Guysborough)—1215.

Directs attention of Minister of Marine to an error in a speech made by him which he quotes from. The charges on fish are the same to-day as 1911, 1215.

FISH TRANSPORTATION CHARGES—*Con.*

Speaker, His Honour the—1215.

I do not think at this stage the hon. gentleman is in order in going into this matter, 1215.

FISHERIES ACT AMENDMENT.

Introduction of Bill No. 71.—Mr. Hazen, 793.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—793.

Act in present form urgently needs consolidation, 793. Subsection 3 of section 5 is new and gives different changes in sections on, 794.

FISHERIES ACT AMENDMENT.

House in Committee on Bill No. 71.—Mr. Hazen, 1791.

Carroll, W. F. (Cape Breton South)—1793.

Asks in what cases and under what circumstances is this authority given by government, 1793. Practice is absolutely contrary to method in which law should be enforced in this country, 1794. Am not opposing this clause of Bill for mere purpose of Opposition, 1796. Think minister should not appoint in Maritime provinces any fishery officer a justice of the peace, 1797.

Carvell, F. B. (Carleton, N.R.)—1800.

Surely in interests of justice the man authorized to lay the charge is also authorized to take evidence, 1800.

Fowler, G. W. (Kings and Albert)—1795.

Fact that a wrong has been perpetrated for a long time is no reason why the wrong should continue, 1795.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1793.

Every case stands on its own merits, 1793. All statutes are liable to some abuse, 1794. Committee of House on Marine and Fisheries considered whole thing and reported this provision favourably, 1796. Minister can only appoint fishery guardians under this section, 1799.

Kyte, G. W. (Richmond, N.S.)—1797.

Refers fishery officer inspecting lobsters for an example, 1797.

Law, B. B. (Yarmouth)—1798.

Another objection to this provision is, because of large areas over which these inspectors have jurisdiction, 1798.

McKenzie, D. D. (Cape Breton North and Victoria)—1798.

The moment a justice of peace is appointed, a court is created and is within provincial jurisdiction, 1798.

House again in Committee on Bill No. 71.—Mr. Hazen, 1820.

FISHERIES ACT AMENDMENT—*Con.*

Carroll, W. F. (Cape Breton South)—1831.

In connection with sections 5 and 2 it is necessary to have authority of Governor in Council to make an official a justice of the peace, 1831. Rivers in eastern section of Cape Breton are not properly guarded, 1833.

Edwards, J. W. (Frontenac)—1825.

Some people have been urging that law should be a little freer in regard to marketing of whitefish within bounds of respective provinces, 1825.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1820.

Provision has been in Act for many years, and there has been no trouble in its practical working, 1820. Shall refer matter to fishery officers of department, 1822. Inspectors carry out provisions of this Act passed by this Parliament, 1824. Matter mentioned is worthy of consideration, 1825. Necessity for a treaty is, that in United States each state controls own fisheries and states along Great Lakes have different regulations, so we found it impossible to deal with each state separately, 1826. It is most unfortunate that different regulations exist on two sides of boundary line, 1827. Am simply re-enacting what has been law of this country, 1830. Have been struggling with question of getting a reorganization of whole fishery protection service, 1833.

Lalor, F. R. (Haldimand)—1827.

Hope government will go slowly in carrying its regulations into effect, 1828.

Macdonald, E. M. (Pictou)—1820.

Conditions are sometimes found on small rivers where for many years there have been small mills with dam and where there have never been fishways, 1820. No salmon have gone up the river John within my recollection, 1821. Would suggest that minister will give his serious attention to matter with a view of stopping poaching, 1822.

McKenzie, D. D. (Cape Breton North and Victoria)—1820.

Minister ought to provide in this section how measurement should be taken, 1820. Think it is desirable that fishery officers should be located as near scene of their duties as possible. All that common law require to set aside conviction made by any inferior court is that possibility of bias shall be present, 1829. Quotes from Tremear's Criminal Law, 1830. This shows the extreme sensitiveness with which highest authorities view cases of this kind, 1830.

FOREST RESERVE AND PARKS ACT.

House again in Committee on Bill No. 130.—*Mr. Roche*, 3554.

65606—7

FOREST RESERVE AND PARKS ACT—*Con.*

Oliver, Hon. Frank (Edmonton)—3554.

Letter quoted in regard to Riding Mountain reserve, 3554. On the face of it, it would seem hardly reasonable that there is in that country such an immense area that does not contain land suitable for homesteading. I would be quite willing to go a very considerable distance in support of the minister in acquiring lands in the proper localities and in making provisions for the growth of forest upon these lands, believing that a very great good can be done by that policy, 3555. Before the Bill is reported, I desire to ask the minister with regard to the reserve for military purposes in the province of Alberta, 3558.

Roche, Hon W. J. (Minister of the Interior)—3554.

Explanation of effects of Bill, 3554-58.

FRANKING PRIVILEGE.

Inquiry.—*Mr. Lemieux*, 971.

Lemieux, Hon. R. (Rouville)—971.

Asks if franking privilege has been taken away from members of press gallery, 971.

Pelletier, Hon. L. P. (Postmaster General)—971.

I will make inquiries, their grievances will be attended to, 971.

FREDERICTON AND GRAND LAKE COAL AND RAILWAY COMPANY.

House in committee on Bill No. 107.—*Mr. Fowler*, 3205.

Emmerson, Hon. H. R. (Westmoreland)—3206.

I would like to know whether, under the proposed legislation, this company is brought under the jurisdiction of the Railway Commission of Canada, 3206.

Graham, Hon. G. P. (Renfrew South)—3205.

Whatever power this company has, it gets it from the N.B. legislature, 3205.

Lancaster, E. A. (Lincoln)—3205.

This Bill has been entirely recast. The effect simply is that we strike out the clause taking that railway over and making it a work for the general advantage of Canada and permitting the railway, of whose rights we are the custodians and over whom we must exercise control, that is the Canadian Pacific railway, to take a lease under the amalgamation clauses of the Railway Act, 3205. The C.P.R. Co. believed that in operating this road they will be under the control of the Board of Railway Commissioners, 3207.

FRAUDULENT REPRESENTATIONS THROUGH THE MAILS.

Attention called to newspaper despatch.—*Mr. McCurdy*, 4215.

FRAUDULENT REPRESENTATIONS
THROUGH MAILS—*Con.*

McCurdy, F. B. (Shelburne and Queens)—4215.

Calls attention of Postmaster General to Winnipeg despatch stating that no oil stocks of the wild-cat kind will be allowed to be sold in Manitoba and asks that more rigid censoring of matters which goes through the mails be undertaken, 4215.

Pelletier, Hon. L. P. (Postmaster General)—4216.

I will look into the matter, 4216.

Speaker, His Honour the—4215.

I must ask the hon. gentleman to desist, because he should not at this stage take up a matter that will require discussion. If we extend the privilege to him we cannot deny it to others, 4216.

FUNERAL OF LORD STRATHCONA.

Reference to.—Mr. Foster, 165.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—165.

Cablegram from Mr. Griffith read *re* funeral of High Commissioner, 165.

GEORGIAN BAY CANAL.

Motion:

For a copy of all petitions and memoranda from commercial bodies or other parties in relation to the immediate construction of the Georgian Bay canal, and of all correspondence in connection with the same since September 21, 1911.—Sir Wilfrid Laurier, 1033.

Devlin, E. B. (Wright)—1047.

The different reports on the Georgian Bay canal referred to, 1048-9. The Americans can compete with any other canal in this country, but they will never be able to compete with the Georgian Bay canal. We have great deposits of iron ore. If we had water transportation we would develop those mines, 1049. The great consideration is the bringing of the trade through channels from east to west. We have reached a time in Canada when the government may begin the work. No anxiety on this side of the House to make of this a political question. The sooner it is begun the better for the trade, the prosperity and the general advantage of Canada, 1050.

Lamarche, P. E. (Nicolet)—1036.

The western and eastern provinces have remained commercially separated. A great portion of every Canadian crop is distributed for consumption from United States ports. Quotations from statesmen *re* the Georgian Bay canal, 1037. Mr. Stanley's report referred to, 1038-9. The powers and extracts from report of Royal Commission of 1870 quoted and other reports referred to, 1039-40. All the experts who have explored or surveyed the Ottawa and French river route have declared themselves satisfied as to the feasibility and advantage of this

GEORGIAN BAY CANAL—*Con.*

great enterprise, 1041. The Georgian Bay canal is the only waterway from east to west which can be constructed from one end to the other on Canadian territory. Major Gen. Gascoigne quoted, 1042-3. We would keep all the traffic undivided for our own benefit going from east to west, 1043. The Georgian Bay Canal route is the shortest, the cheapest and the safest, 1044. One of the greatest advantages which will result from this enterprise will be the creation and development of interprovincial trade, 1045. The Welland canal is a convenience between neighbours; the Georgian Bay route is a domestic necessity, 1046. Conclusions of Senate report of 1898 quoted, 1047.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1033.

We have already had two different commissions to investigate this matter. The reports are very thorough. The trade that we have reason to expect to flow from east to west and still more from west to east necessitates both the St. Lawrence and Georgian Bay system, 1034. I have always been in favour of the deepening of the Welland canal and of improving the St. Lawrence navigation system. The tonnage of the Suez and the Canadian canal on St. Mary's river compared and the increase in tonnage from 1902 to 1912, 1035. The distance by the St. Lawrence between Fort William and Montreal is a little over 1,200 miles and the distance by way of Georgian Bay and Ottawa river between these same two points is only 950 miles. I have therefore to urge the desirability of developing as rapidly as possible the Ottawa system. If the West continues to develop as it has, it is not enough to have one system only; we require the two systems, 1036.

Rogers, Hon. Robt. (Minister of Public Works) 1050.

Refers to the interesting speeches of Sir Wilfrid and Mr. Lamarche and the speech of Mr. White (Renfrew), last session, 1050. The parliament of Canada has on many occasions given evidence of a deep interest in this matter. We have before us to-day one of the most complete surveys which it would be possible for engineering skill to make in respect to the cost and feasibility of this route from an engineering point of view, 1051. We are face to face to-day with a condition of brighter hopes, greater prospects and bigger things. Figures given of cost of our canals, 1052. As loyal Canadians we cannot allow any diversion of our trade to American ports and to American railways and that is the strongest reason why this parliament should take action with regard to the Georgian Bay ship canal. We have had engineering reports but we have not yet had reports as to its commercial feasibility, 1053. If the report of the commission is favourable parliament will be asked to undertake the work, 1054.

GEORGIAN BAY CANAL—*Con.*

White, G. V. (Renfrew North)—1055.

This House and this country must congratulate the Minister of Public Works upon the very frank statement he has made, 1055. The question of railway transportation in the United States, 1056. Instances cited of the effect of waterways by the results they have produced, 1057-8. The development of water-power referred to, 1058. The application for diversion of water by the Sanitary District of Chicago and the effect it would have on the Welland canal and the levels of the great lakes, and quotations bearing thereon, 1059-60. The other important points which have to be considered are in connection with the saving of distance, 1061.

GOVERNMENT RAILWAY CLAIMS.

Introduction of Bill.—*Mr. Reid.*

Borden, Rt. Hon. R. L. (Prime Minister)—1910.

There is no change in existing procedure, 1911.

Graham, Hon. G. P. (Renfrew South)—1910.

It is a good practice to make a general manager the defendant, 1910.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1910.

Explains objects of Bill, 1910.

House in Committee on Bill No. 122—*Mr. Reid*, 2392.

Carvell, F. B. (Carleton N.B.)—2392.

I think the minister should consider the advisability of permitting every agent of the railway to be a person upon whom service can be made, 2393. It means quite an additional cost to the plaintiff to have to make the service at Moncton when he might just as well make it at his own home, 2394.

McKenzie, D. D. (Cape Breton North and Victoria)—2394.

There should be a provision that a writ could be served upon him where he resides in N.B. by a proper officer of that place, 2394.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2393.

The only change which is now made is the substitution of the words 'General Manager'. I think it is better to leave it in the hands of the government to issue an order and to allow the matter to be tried and in that way than to make absolute provisions for service upon agents, 2393.

Sinclair, J. H. (Guysborough)—2394.

The district supt. might accept service, 2394.

GOVERNMENT RAILWAYS MAIL SERVICE.

Statement.—*Mr. Marcil*, 1266.

65606—7½

GOVERNMENT RAILWAYS MAIL SERVICE—*Con.*

Marcil, Hon. Charles (Bonaventure)—1266.

French service is not what it might be. Refers to certain items on, 1266-67. Work is worthy of better translation, 1267.

Pelletier, Hon. L. P. (Postmaster General)—1267.

Will call the attention of acting minister of Railways to matter, 1267.

GRAND TRUNK PACIFIC RAILWAY COMPANY.

Bill introduced.—*Mr. Cochrane*, 201.

Cochrane, Hon. Frank (Minister of Railways and Canals)—201.

This is to extend time for completion of prairie section, 201.

Cochrane, Hon. Frank (Minister of Railways and Canals)—749.

Extending the time on prairie section, 749.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—749.

This is a repetition of Bill of last year, 749.

GRAND TRUNK RAILWAY COMPANY.

House in Committee on Bill No. 15.—*Mr. Currie*, 767.

Lancaster, E. A. (Lincoln)—767.

No amendments except to change language of section 10, 767.

GRAND TRUNK PACIFIC RAILWAY COMPANY.

Inquiry.—*Sir Wilfrid Laurier*, 4167.

Borden, Rt. Hon. R. L. (Prime Minister)—4167.

There has been some negotiation and discussion with regard to the matter, 4167.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4167.

Refers to rumour that Grand Trunk Pacific Company has been asking for assistance from the government and asks for information, 4167.

GRAND TRUNK PACIFIC RAILWAY—GUARANTEE OF BONDS.

House in Committee on resolution.—*Mr. Borden*, 4831-2.

Borden, Rt. Hon. R. L. (Prime Minister)—4832.

Makes statement of the causes and conditions which have led to the introduction of this legislation, 4832-4. The only thing that has been discussed, and that more or less in a general way, is as to the date when the operation should begin. Some question was raised as to whether it would be wiser, if the entire road were completed just at the commencement of the winter, to begin the

GRAND TRUNK PACIFIC RAILWAY—
GUARANTEE OF BONDS—*Con.*

operation in the winter or to await the opening of spring, inasmuch as the road runs through a new country and for a very considerable distance through an uninhabited portion of the country, 4837.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4834.

Whilst their claim could not be entertained as a legal claim, and I think the government was right in that respect, on the other hand, as stated by my right hon. friend (Mr. Borden) the enterprise has to be carried out, 4835.

Pugsley, Hon. Wm. (St. John City)—4835.

This is the time for the government to ascertain what are the questions outstanding, if any; what the objections are, if any, to the Grand Trunk Pacific entering into a lease of those sections which are already completed and having it clearly and distinctly understood that as these sections are completed the Grand Trunk Pacific will take hold of them and operate them and they will enter into a lease, as provided for by the agreement of 1903, to operate the whole line from the Pacific to the Atlantic, 4835-6.

House in Committee on Bill No. 226.—*Mr. Borden*, 4929.

Borden, Rt. Hon. R. L. (Prime Minister)—4929.

Statement and further explanations respecting the contractual relations between the government and the company as they exist under the agreement of 1903-4, given, 4930-1. Correspondence quoted, 4931-4. Let me state again to the committee very briefly just what the contentions of the company are, 4935. It is proper for me to submit to the committee a statement which has been prepared by Mr. H. T. Ross, of the Finance Department, showing how the \$16,000,000 is arrived at, 4936.

Graham, Hon. G. P. (Renfrew South)—4936.

I think the right view has been taken that, although there is no legal claim on account of the secondary arrangement of 1905, still the road is there to be completed, and the original idea that was in the mind of both parties to the contract is not carried out, 4937.

HALIFAX NAVAL COLLEGE.

Inquiry.—*Mr. Macdonald*, 3254.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3254.

The regulations have been laid on the table of the House and have been published in the Canada Gazette in full, 3254.

Macdonald, E. M. (Pictou)—3254.

Refers to press announcement and asks the Minister of Naval Affairs what changes the department proposes to make in regard to the future operation of that college, the basis of the changes, and whether or not the college is to be continued, 3254.

'HANSARD' REPORT.

Attention called to comments in Globe.—*Mr. Oliver*, 477.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—478.

I have heard it rumoured that 'Hansard' report was corrected in that regard by the member, 478.

Oliver, Hon. Frank (Edmonton)—477.

The comment is in regard to the correctness of 'Hansard' report and the allegation is that words have been omitted from the unrevised 'Hansard,' 477.

Speaker, His Honour the—477.

I will refer the matter to the Debates Committee, 478.

HERON ISLAND DAM.

Inquiry.—*Mr. Lemieux*, 2377.

Lemieux, Hon. R. (Rouville)—2377.

Calls attention to newspapers statement and asks if a dam is to be built at Heron Island, 2377. Has the Waterways Commission approved of this project, 2378.

Rogers, Hon. Robert (Minister of Public Works)—2378.

There is no truth in the statement, 2378.

HON. G. H. PERLEY'S TRIP TO LONDON.

Inquiry.—*Mr. Lemieux*, 4631.

Borden, Rt. Hon. R. L. (Prime Minister)—4631.

Information given as to objects of Mr. Perley's visit, 4631.

Lemieux, Hon. R. (Rouville)—4631.

Refers to despatch in Citizen and asks that House be informed as to correctness of report, 4631.

HOURS OF RAILWAY EMPLOYEES.

Motion to introduce Bill No. 129.—*Mr. Carroll*, 2175.

Carroll, W. F. (Cape Breton South)—2175.

This Bill limits the number of hours to 14 a day and specifies the period that must be allowed the employees for rest between the working hours, 2175.

HOUSE OF COMMONS.

Appointment of officials.—*Mr. Speaker*, 94.

Speaker, His Honour the—94.

Announcement of appointments and promotions, 94.

HOUSE OF COMMONS POST OFFICE.

Inquiry.—*Mr. Lemieux*, 399.

Lemieux, Hon. R. (Rouville)—399.

Reference made to the fact that obscene literature is being distributed in the boxes of the members, 399.

HOUSE OF COMMONS POST OFFICE—*Con.*

Pelletier, Hon. L. P. (Postmaster General)—399.

The post office in the Commons is under the direction of Mr. Speaker, 399.

Speaker, His Honour the—399.

Will instruct the postmaster of the House with regard to it, 399.

HOUSE OF COMMONS POST OFFICE.

Suggestion.—Mr. Sinclair, 477.

Pelletier, Hon. L. P. (Postmaster General)—477.

We might come to an understanding by which one of our officials could come here, 477.

Sinclair, J. H. (Guysborough)—477.

Calls attention to necessity of money order branch in the House of Commons post office, 477.

Speaker, His Honour the—477.

Will try to meet the wishes of the members of the House, 477.

HOUSE OF COMMONS STATIONERY.

Inquiry.—Mr. Hughes, 1370.

Hughes, J. J. (Kings, P.E.I.)—1370.

Desires to call attention to quality of stationery supplied to members. Envelopes are no good at all, 1370.

Kyte, G. W. (Richmond, N.S.)—1370.

Would almost as soon use sole leather as the blotting paper of our present supply, 1370.

Speaker, His Honour the—1370.

Supply coming was part of old supply. Information is that better stationery will soon be supplied, 1370.

HUDSON BAY TERMINALS.

Motion:

For a copy of all contracts, accounts, bills, memoranda, letters, correspondence, receipts, vouchers, bills of lading, &c., referring to all materials, provisions, supplies and goods of every description purchased and forwarded to Port Nelson during the year 1913 by any department of the government of Canada and agreements for employment of workmen in connection with the construction of the Hudson Bay railway terminals at Port Nelson.—Mr. Maclean, 671.

Aikins, J. A. M. (Brandon)—683.

Statement of minister has shown that he took every possible precaution to have expeditions to Hudson bay a success, 683 Had arrangements been carried out there would have been no such accidents, Mouth of Nelson river is a good roadstead and it can be made a good harbour, 684. We of West agree that terminal should be constructed at earliest possible moment, 685.

HUDSON BAY TERMINALS—*Con.*

Cochrane, Hon. Frank (Minister of Railways and Canals)—678.

Say frankly that Nelson is not an ideal harbour, 678. In 1912 an engineer and party was sent up to look over situation. Never intended to lighter timber in, 679. Hope to send large number of men overland this winter, in order to get a full summer's work done next season, 680.

Graham, Hon. G. P. (Renfrew South)—692.

It is evident that somebody made a mess of the management of expeditions to Hudson Bay this last year. This request of people of West was listened to, 692. Decision of government to proceed with Hudson Bay railway was not made without a great deal of consideration. No trouble in constructing of road it is a matter of engineering and labour, 693. No one department of government is responsible for this scheme. If a large business is to be done on Hudson Bay route then Nelson is the harbour, 694. Am convinced that Nelson harbour can be made a magnificent one. Have tried not to speak of this in a controversial way, 695.

Hughes, J. J. (Kings, P.E.I.)—691.

When papers are brought down if there is any discrepancy in the facts. House will be in position to judge of merits of question, 691.

Knowles, W. E. (Moosejaw)—685.

It goes without saying that the railway in itself is of no use until harbour improvements are affected, 685. Farmers of West are desirous of having railway built but they want government to consider policy carefully, 686. Minister was going to rest his decision on what the surveys might show, 687. Am in favour of getting good information and deciding it on the merit of case. Minister attributed a lot of his trouble to bad luck, 688.

Kyte, G. W. (Richmond, N.S.)—689.

When change of superintendents took place they were asked to work at night instead of the day, 689. Refers to article of Mr. Vesey's, 690. When papers are brought down, presume information we seek will be contained in them, 691.

Maclean, A. K. (Halifax)—671.

Desire to address House in regard to work carried on by government during 1913. Criticisms on, 671. Result is that the reputation of whole project has been seriously damaged. No official report has been presented to public, 672. Cannot understand defence Minister of Railways can urge to justify his failure to provide sufficient lightering facilities. Loss of ships was due to neglect of certain employees of government, 673. Gives statement on, 674. Captain Robertson's experience in Hudson bay on, 675. Refers to Captain Robertson, 676. Think fact that steamer Kathleen was only steamer purchased and sent to Hudson bay as a

HUDSON BAY TERMINALS—*Con.*

tow-boat is open to grave censure, 677. If Fort Churchill is a more suitable terminal than Port Nelson it is not too late to change, 678.

Oliver, Hon. Frank (Edmonton)—680.

Am pleased with attitude of minister towards the question in hand, 680. Believe that the condition which applies to one would hold good in regard to other. Think they scarcely appreciate amount of work or expenditure that will be necessary, 681. Tendency on part of government and its engineers, has been to minimize the importance of this work, 682. There are many interests and many prejudices against this route, 683.

Sharpe, W. H. (Lisgar)—688.

Went over seventy miles of this road and it is a wonderful piece of work, 688. Mouth of Nelson river is open practically all the year round. Minister deserves a good deal of credit, 689.

IMMIGRATION INTO BRITISH COLUMBIA.

Inquiry.—*Mr. Oliver*, 2264.

Oliver, Hon. Frank (Edmonton)—2264.

Asks minister if he is prepared to make a statement with regard to immigration into B.C., 2264.

Roche, Hon. J. W. (Minister of the Interior)—2264.

Order in Council has been continued for another six months, 2264.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Stevens*, 2639.

Roche, Hon. W. J. (Minister of the Interior)—2639.

Instructions have been sent to prevent the landing of all those who attempt to gain entrance into this country in violation of the Order in Council recently passed, 2639.

Stevens, H. H. (Vancouver)—2639.

Ask minister if he has received information of a shipment of Hindus and that the intention is to test the regulations of the government and whether the government are taking any steps in the matter, 2639.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Oliver*, 4214.

Oliver, Hon. Frank (Edmonton)—4214.

Asks what the position is in regard to the Hindu immigrants who arrived at Vancouver some days ago, 4214.

Roche, Hon. W. J. (Minister of the Interior)—4214.

We are going to stand by the immigration law in its fullness, 4214.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Oliver*, 4295.

Borden, Rt. Hon. R. L. (Prime Minister)—4295.

I understand that all steps required by and in accordance with the law and the regulations made under the law have been taken and are being taken, 4295.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4296.

Does the statute as drawn prevent the issuing of a writ of habeas corpus so far as it can do so? 4296.

Oliver, Hon. Frank (Edmonton)—4295.

The information I desired was whether the government intended to rest their case on that provision of the immigration law which excludes appeal to the courts, or do they intend to permit an appeal to the courts? 4295.

Speaker, His Honour, the—4296.

Thinks discussion out of order, 4296.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Oliver*, 4369.

Borden, Rt. Hon. R. L. (Prime Minister)—4369.

In any case where that provision, in the opinion of the law officers of the Crown, should apply, the point will, of course, be raised and argued, 4369.

Oliver, Hon. Frank (Edmonton)—4369.

Asks if anything has taken place in connection with the recent arrival of Hindu immigrants. Does the government intend that jurisdiction to the exclusion of the courts? 4369.

Roche, Hon. W. J. (Minister of the Interior)—4369.

We have not had any word since yesterday, 4369.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Oliver*, 4524.

Oliver, Hon. Frank (Edmonton)—4524.

Asks for latest advices with respect to the Hindu immigrants and their admission into Canada, 4524.

Roche, Hon. W. J. (Minister of the Interior)—4524.

No information within last 24 hours, 4524.

IMMIGRATION OF HINDUS.

Inquiry.—*Mr. Oliver*, 4556.

Oliver, Hon. Frank (Edmonton)—4556.

Asks if the minister has any further information to give the House, 4556.

Roche, Hon. W. J. (Minister of the Interior)—4557.

Information given, 4557.

IMMIGRATION OF HINDUS.

Remarks.—Mr. Oliver, 4562.

Borden, Rt. Hon. R. L. (Prime Minister)—4566.

It is regrettable, as the hon. member for Edmonton has said, that this ship should have been despatched to this country when it was perfectly well known at the time she sailed that the Order in Council of December last was still in full force, 4566.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4565.

The aim of the government, if it be in accordance with the wish of the people of British Columbia, should be to keep these intended immigrants from entering into Canada, 4565. In my humble judgment, while the government will do well to keep them out, the best method is to resort, not to law, but, if possible, to diplomacy, 4566.

Oliver, Hon. Frank (Edmonton)—4562.

The immigration law as it stands is a declaration on the part of this country that Canada is mistress of her own house and takes the authority and responsibility of deciding who shall be admitted to citizenship and the privileges and rights of citizenship within her borders, 4562. I said I would not embarrass the government by criticising, and I do not wish to do so; but I wish to say to the minister that in my humble judgment there has been a very considerable delay in dealing with this matter, 4563. It was the slackness of the government in the former case that is the occasion of this present attempt being made, 4564.

Roche, Hon. W. J. (Minister of the Interior)—4564.

We have been particularly careful in every step we have taken thus far, 4564. I assure the hon. gentleman that every step has been taken that may be considered advisable or necessary to enforce the law, 4565.

IMMIGRATION OF HINDUS.

Inquiry.—Mr. Oliver, 4717.

Oliver, Hon. Frank (Edmonton)—4717.

Asks if the minister has any further information with regard to difficulties, 4717.

Roche, Hon. W. J. (Minister of the Interior)—4717.

No further information, 4717.

IMMIGRATION OF HINDUS.

Inquiry.—Mr. Oliver, 4954.

Oliver, Hon. Frank (Edmonton)—4954.

Asks for statement from Minister of Interior promised by the Premier, 4954.

Roche, Hon. W. J. (Minister of the Interior)—4954.

Memo. from Supt. of Immigration read, 4954-5.

IMMIGRANTS FROM INDIA.

Inquiry.—Mr. Oliver, ~~4052~~ 4022

Borden, Rt. Hon. R. L. (Prime Minister)—4022.

There is only one way to deal with the situation and that is to apply the law and existing regulations having the force of law, 4023.

Oliver, Hon. Frank (Edmonton)—4022.

Asks government to inform the House what instructions have been issued to officials, 4022.

IMPÉRIAL NAVAL AFFAIRS.

Inquiry.—Mr. Murphy, 1785.

Borden, Rt. Hon. R. L. (Prime Minister)—1785.

No communication on that subject recently, 1785.

Murphy, Hon. Charles (Russell), 1785.

Asks if there is any truth in despatch which appeared in yesterday's Montreal Star, 1785.

INDIAN ACT AMENDMENT.

Introduction of Bill No. 114.—Mr. Roche, 1817.

Roche, Hon. W. J. (Minister of the Interior)—1817.

Object of Bill is to amend Indian Act in several particulars and refers to different amendments, 1817.

INDIAN ACT AMENDMENT.

House in Committee on Bill No. 114.—Mr. Roche, 2394.

Carvell, F. B. (Carleton, N.B.)—2395.

I am afraid my hon. friend is opening up a question which may lead to trouble in the future, 2395. Is there any provision in the Act, when you declare a school to be an Indian school, that gives you the power to grant money to it? 2396.

Kyte, G. W. (Richmond, N.S.)—2396.

It would appear that this section is sufficiently broad to be applicable to the public schools of New Brunswick and Nova Scotia, and before the section power to grant money to it? 2396. make an amendment restricting its application to industrial schools, 2396.

Lemieux, Hon. R. (Rouville)—2394.

Letter of chief of Caughnawaga quoted, 2395.

Oliver, Hon. Frank (Edmonton)—2397.

There is every objection to the government taking authority to control the liberty of the individual under an authority other than that of the government itself, 2397.

INDIAN ACT AMENDMENT—*Con.*

Roche, Hon. W. J. (Minister of the Interior)—2305.

Under the present Act we are allowed to commit Indian children only to those schools in receipt of government aid, 2395. This is not intended to refer to the ordinary common school or to trespass upon provincial rights, 2396.

Sinclair, J. H. (Guysborough)—2396.

Suggests amendment, 2396.

INDIAN ACT AMENDMENT.

House in Committee on Bill No. 114.—*Mr. Roche*, 3481.

Borden, Rt. Hon. R. L. (Prime Minister)—3481.

As I understand the object, it is to enable the department to provide facilities for establishing schools for the advantage of the Indians, 3481. I do not know to what extent it is desirable that the Indians should participate in ceremonial dances outside of their own reserves. I have no opinion on that whatever, 3484.

Bradbury, G. H. (Selkirk)—3483.

I do not think we have any right to step in and prevent our wards from indulging in these immemorial customs of their race, 3484.

Knowles, W. E. (Moosejaw)—3484.

I think the Indians ought to be allowed to visit other reserves. These Indian dances are far ahead of the turkey trot and the tango that we have in Ottawa, and we permit these dances, 3484.

Lemieux, Hon. R. (Rouville)—3481.

Reference made to Caughnawaga band against any expropriation of that reserve, 3481.

Oliver, Hon. Frank (Edmonton)—3481.

It is very desirable that there should be a school in certain places, but on the other hand it is very desirable that there should be no interference with the right of the Indian to his land, 3481. I am not saying that this is not right, I am not seriously objecting to it, but I am putting before the committee the information as to how far-reaching this provision is in a direction that possibly is not contemplated, 3482. The Indian is either a gentleman or very much the reverse. As long as his dignity is maintained he is a gentleman and he is amenable to reason and argument and good influence, but when he loses his self-respect, and he certainly does lose his self-respect when he makes himself a public show, then he gets to a point where neither the government nor anybody else can do very much with him or for him, 3483.

INDIAN ACT AMENDMENT.

House again in Committee on Bill No. 114.—*Mr. Roche*, 3532.

INDIAN ACT AMENDMENT—*Con.*

Arthurs, James (Parry Sound)—3546.

There are a great many Indian reserves in my constituency, and I have never known the timber upon them to be sold other than by the consent of the Indians, 3546.

Borden, Rt. Hon. R. L. (Prime Minister)—3540.

It is perfectly obvious that great care must be taken in dealing with the titles of the Indians, and it is the desire of the government to carry out that principle. In any case, the land of the Indians can only be taken after proper proceedings have been had in the Exchequer Court of Canada and under conditions which safeguard the interests of the Indians in every respect, 3540. This government realizes that in respect of these lands it stands as trustee for the Indians and will maintain the Indians' right, 3550. The reserve in regard to which any changes are proposed to be made must be within the immediate neighbourhood of a town or city, or must be so situated as materially to retard the natural development of the surrounding country, 3551.

Bradbury, G. H. (Selkirk)—3545.

The amendment that is proposed to-night goes further than that of the hon. gentleman went, and consequently I feel that the powers that the Indian Department are asking for to-night are altogether too great for that department to have, 3545. The Indian has been exploited in this country to a degree that is pretty hard to conceive, 3546.

Carroll, W. F. (Cape Breton South)—3542.

If all precautions are taken by the department, by agents and by solicitors, I would rather see the Act administered by a judge of the Exchequer Court or of any other court than by any department of any government, 3543. I want to find out whether the department pays a certain proportion of the upkeep of a young Indian sent to a reformatory? 3553.

Carvell, F. B. (Carleton, N.B.)—3534.

Refers to Tobique reserve and hopes the New Brunswick politicians will not be strong enough to gather in the remainder of the reserve, 3534. I only hope that what remains of the Indian reserve will be maintained for the Indians and not for the benefit of the politicians, 3535. The Tobique Indians occupy only a very small portion of the reserve, 3536. I am very glad that the minister has seen fit to eliminate what appeared to me to be the most objectionable part of this legislation, but even then I do not think he goes far enough, 3552.

Lemieux, Hon. R. (Rouville)—3537.

Title rights of Caughnawaga Indians referred to and documents quoted, 3537-40.

Marcil, Hon. Charles (Bonaventure)—3534.

Refers to rumour that a large part of the Restigouche reserve was to be taken

INDIAN ACT AMENDMENT—*Con.*

away to establish a mill, 3534. I am convinced that this legislation is objectionable, 3541. The Indians are well situated; they have a magnificent church, and they benefit by the labour of the splendid order of missionaries who are looking after their interests and who can do so much better for them in that locality than they could if the Indians were removed, 3542. Under these provisions this same company can make application and proceed to make out a case to the Exchequer Court and obtain the land, 3551.

Oliver, Hon. Frank (Edmonton)—3533.

There is nothing upon which the Indians are quite so touchy as the ownership of land, and it is not well to interfere with them in any way unless the circumstances make it unavoidable, 3533. I am quite aware that parliament can destroy these treaty rights but I am not prepared to admit that parliament ought to. This Bill is a trespass upon the ordinary treaty rights of the Indians, 3537. Statute of 1911 quoted. I want to emphasize this point: Under the Act as it stands, there is a distinct and definite limitation of the exercise of authority by the minister, by the Exchequer Court and by the parliament, 3543. While the old Act restricted action by the government to a certain stated condition, for certain specific reasons, which are evident on their face, this Bill provides that for three other reasons in addition to those set down in the original Act the right of the Indians may be taken away by the process set out in the Act, 3544. The responsibility is on this parliament here and now to decide how far they will allow this discretion to the ministers of the Interior for the future, 3545. When it comes down to the question of good faith on the part of the Indian Department, if that is to be the final test in this matter, I am bound to say that the evidence which has come to me is not such as to warrant me in placing dependence on the good faith of the department in dealing with the Indians, 3547. If the British Columbia government took the money of the people of British Columbia and handed it to a band of ragged, dirty Indians, without getting value, then the British Columbia government ought to be in jail, 3549. I think the amendment proposed by the minister certainly removes the most objectionable feature of the Bill, 3552.

Roche, Hon. W. J. (Minister of the Interior)—3532.

Amendment moved to sec. 1. There is no design upon the Caughnawaga reserve; the amendment introduced in 1911 has never been called into requisition and this one may never be called into requisition. There is no danger of the Caughnawagans losing their reserve, 3533. It is true that so far as the mill is concerned they have an old lease from

INDIAN ACT AMENDMENT—*Con.*

the Indian Department, but it would be impossible for that company to step in and take away any portion of the reserve without the consent of the Indians, from whom they must secure formal surrender, 3534. Every case will be dealt with on its merits, 3535. The Minister of the Interior has not power to sell the Indian reserve, 3536. I may say it matters not how close or how remote the reserve is to the city; the value placed upon it is estimated in the same manner in both cases. For instance, it has to be disposed of by public auction, 3544. The necessity of taking advantage of the provision of this Act would be due simply and solely to the unreasonableness of the Indians, 3545.

Stevens, H. H. (Vancouver)—3547.

There was absolutely no action taken on the part of this government to remove the Indians from the Kitsilano reserve; the Indians went of their own free will. The Indians are suffering morally and in every other way from being kept upon these reserves, and I think it is desirable to get them away from city life, 3548. When Mr. Oliver charges the British Columbia government with a criminal act, he knows that he is stretching it very far, 3549.

INQUIRIES FOR REPORTS AND RETURNS.

Cochrane, Hon. Frank (Minister of Railways and Canals)—476.

I hope it will be done very soon, could not give exact date. I am sorry that Mr. Hughes is so aggrieved. Shall bring it to the attention of those in charge of the matter, 476.

Clark, Michael (Red Deer)—477.

Asks for papers in *re* dismissal of David Thontz moved for last session, 477.

Graham, Hon. Geo. P. (Renfrew South)—476.

Asks Minister of Railways if decision of Board of Railway Commissioners in western freight rates has been given, and if not, when it may be expected? 476

Hughes, J. J. (Kings, P.E.I.)—476.

Directs attention to return not in accordance with the order of the House. The party who prepared it must have known that it was no good, 476.

INQUIRY FOR RETURNS.

Doherty, Hon. C. J. (Minister of Justice)—879.

Order has not been overlooked, 879.

Emmerson, Hon. H. R. (Westmorland)—879.

Asks for document promised by Prime Minister, 877. Think we are entitled to this information, and would rather have it than a grievance with respect to it, 879.

INQUIRIES FOR RETURNS.

Kyte, G. W. (Richmond, N.S.)—1607.

Calls attention to omissions from return *re* Fenian raid bounties, 1607.

Hughes, Hon. Sam. (Minister of Militia and Defence)—1607.

We will bring down what is required as soon as possible. The matter will come in in due course, 1607.

Murphy, Hon. Charles (Russell)—1607.

Inquiries about return with regard to honorary appointments and others, 1607.

INQUIRY FOR RETURN.

Emmerson, Hon. H. R. (Westmorland)—1911.

Complains of incompleteness of returns brought down by the Department of Railways and Canals.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1911.

I will have the papers here at the earliest possible moment, 1911.

INQUIRY FOR RETURNS.

Chisholm, Wm. (Antigonish)—2903.

Calls attention to delay in bringing down returns, 2903.

Emmerson, Hon. H. R. (Westmorland)—2903.

Calls attention to return relating to agreement with reference to power rights on the Trent Valley canal, 2903.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2903.

I was under the impression that it was brought down. I am surprised to hear that it has not, 2903.

INQUIRY FOR RETURNS.

Attention called.—Mr. Sinclair, 5361.

Borden, Rt. Hon. R. L. (Prime Minister)—5362.

I will speak to the Secretary of State about the matter, 5362.

Sinclair, J. H. (Guysborough)—5361.

I wish to call the attention of the Prime Minister to the fact that a large number of orders of the House for the production of papers made during the session have not been complied with, 5361.

INQUIRY FOR REPORT.

Mr. Hughes (Kings, P.E.I.), 4296.

Hughes, J. J. (Kings, P.E.I.)—4296.

Asks when report of colonels *re* trip to Europe will be submitted, 4296.

Hughes, Hon. Sam. (Minister of Militia and Defence)—4296.

Report will be laid before the House when it is ready, 4296.

Speaker, His Honour the—4296.

Open to ask whether report is available or not, 4296.

INSPECTION OF IMMIGRANTS.

Motion:

For copies of all correspondence, memoranda and other papers concerning the inspection of immigrants entering Canada from the moral, intellectual and physical standpoints.—Mr. Paquet, 1437.

Paquet, E. (L'Islet)—1437.

Object to ensure a more thorough inspection of those people who seek admittance into Canada. Should study with great care problem of race assimilation in this Dominion, 1437. Bulk of settlers should be the agricultural class. Should deport all those whose previous record cannot be shown to be good, 1438. Immigrants bound for United States must undergo medical examination at sailing ports, 1439. Mental inspection constitutes from social standpoint one of gravest aspects of immigration question. Gives some statistics and they show the importance of improving them, 1440.

Roche, Hon. W. J. (Minister of the Interior)—1441.

It is a question of great importance from standpoint of individual as well as state. The examination that immigrants have to undergo has been more rigid during last few years, 1441. Quotes sections 27, 28 and 29 on, 1442-43. Are not encouraging general artisans to come to Canada, unless they have assured employment before leaving, 1443. Am anxious to see the examination work perfected as much as possible and have no objection to resolution being passed, 1444.

INSPECTION AND SALES ACT.

House in Committee on Bill No. 134.—Mr. Foster, 4167.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—4167.

The chief purpose of the Bill is to amend this Act so as to include feeds, which are now a very important article of commerce, in the same category as flour and meal, 4167-8. Clauses explained, 4168-71.

Oliver, Hon. Frank (Edmonton)—4170.

I think we should make it our first principle, in dealing with foreign countries especially, that what we sell will be according to specifications and will be as represented, 4170.

INSPECTION OF PICKLED FISH.

House in Committee on following resolution: Resolved, that it is expedient to provide for the inspection and branding of pickled fish, for the appointment of inspectors and the making of regulations, the nature of brands and the capacity of barrels, and penalties for infraction of the regulations.—Mr. Hazen, 3455.

INSPECTION OF PICKLED FISH—*Con.*

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3455.

The purpose of this resolution and the Bill which is to be founded on it is to give an impetus to the pickled fish industry throughout Canada, more especially the pickled herring business, 3455. To carry out the provisions of the Bill, when it becomes law, a small staff of inspectors will be appointed and duly drilled and instructed in their duties. These will thereafter form a sort of travelling school of instruction in their several districts, for barrel-makers, fishermen and other packers, 3456. A great deal will depend upon the efficiency of the inspectors and upon the fidelity and care with which they discharge their duties, 3457. This Bill will apply to the Pacific as well as to the Atlantic coast, though results will perhaps be made sooner apparent on the Atlantic than on the Pacific, 3458. The inspecting officer shall require the owner or packer to sign a statutory declaration that the fish were cured and packed in Canada or on board a Canadian vessel or boat within the period prescribed for the various classes of fish by the regulation, 3459.

INSPECTION OF PICKLED FISH.

House in Committee on Bill No. 182.—*Mr. Hazen*, 4435.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4436.

We believe that, if proper methods are adopted in the curing of our herring caught by our fishermen, they can get quite as good a price for their cured herring, when they once establish its reputation, as the price obtained for the Scotch cured herring, 4436.

Hughes, J. J. (Kings, P.E.I.)—4436.

I hope that good results will be obtained from this legislation, but I must say frankly that I very much doubt it, 4436.

Sinclair, J. H. (Guysborough)—4437.

If the minister can find a man who understands something of packing of fish and will put him in charge, I should think good results would be obtained, 4437.

INSURANCE ACT AMENDMENT.

Introduction of Bill No. 110.—*Mr. White*, 1688.

White, Hon. W. T. (Minister of Finance)—1688.

Principal provisions of this Bill are: greater powers are given department to deal with insolvent life insurance companies. Companies now holding such shares are required to dispose of their holdings within a certain time, 1689.

INSURANCE ACT AMENDMENT.

Inquiry.—*Mr. Graham*, 3199.

Graham, Hon. G. P. (Renfrew South)—3199.

Asks when the Minister of Finance is going on with the Insurance Bill, 3199.

White, Hon. W. T. (Minister of Finance)—3199.

It is probable that I may allow the Bill to stand in order that they may receive during the recess further consideration in the light of all the facts that may be presented to me as having a bearing upon them, 3199.

INSURANCE COMPANY RIMOUSKI MUTUELLE.

Question.—*Mr. Beland*, 4807.

Beland, Hon. H. S. (Beauce)—4807.

Repeats question of 3rd and asks that matter be looked into a little more carefully, 4807.

White, Hon. W. T. (Minister of Finance)—4807.

At present I see no necessity for an investigation on the part of the government, 4807.

INTERCOLONIAL RAILWAY—CASE OF AMASA E. KILLAM.

Motion:

For a copy of all orders, reports, applications, letters, telegrams and other documents connected with or in any manner relating to the retirement of Amasa E. Killam, an official of the Intercolonial railway, from the employment of the said railway, and to his claim for a retiring allowance, under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act; and also of all letters showing the date of his beginning work in the service of the said railway and of his appointment to a position in the employ of said railway on the first of April, 1897, or at any other date. Also a copy of all instructions and letters from the then Minister of Railways to the general manager or to any other official of the Intercolonial, relating to engagement or employment of the said Amasa E. Killam, and of all letters, correspondence, instructions, reports, or other documents in any way relating thereto and to the engagement of the said Amasa E. Killam, during the month of March, 1897, to take the position of bridge and building inspector on the Intercolonial railway, to commence work on the first day of April, 1897.—*Mr. Emmerson*, 1724.

Emmerson, Hon. H. R. (Westmorland)—1724.

In 1913 Mr. Killam's services were dispensed with, for what reason I know not, nor is it material. Appears that Provident Fund Board claim that he was one short of having served ten years previous to reaching age of seventy years, 1725. My desire is to emphasize the facts to Acting Minister of Railways in hope that

INTERCOLONIAL RAILWAY—CASE OF
AMASA A. KILLAM—*Con.*

he will deal with case and do justice to his claim. He is to-day as capable of the performance and discharge of his duties as he was fifteen years ago, 1726. There are some six cases that stand exactly in the same position. Natural that those who had been longest in service were those appointed by Conservative governments, 1727. Certainly did not contemplate that an administration would come into power and ignore provisions of Act, 1730.

INTERCOLONIAL RAILWAY COAL SUPPLY.
Inquiry.—Mr. Macdonald, 1645.

Macdonald, E. M. (Pictou)—1645.

Is it correct that Mr. Gutelius has notified the coal companies of Nova Scotia that he has rejected their offers to supply coal for ensuing year. Want Order in Council appointing Mr. Gutelius to Intercolonial railway, 1645.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1645.

Has notified coal companies that he is not closing contracts because prices are too high. Made no such statement, 1645.

INTERCOLONIAL RAILWAY COAL SUPPLY.
Information.—Mr. Macdonald, 1786.

Macdonald, E. M. (Pictou)—1786.

Asks if minister would tell what department found to be the cost of transportation of coal from Massena Springs to Lévis and Rivière du Loup, 1786.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1786.

Shall be glad to get the information, 1786.

INTERCOLONIAL RAILWAY EXTENSION.

Motion:

That, in the opinion of this House, the time has arrived for the extension of the Intercolonial Railway of Canada into the non-railway sections of the Maritime provinces within reasonable range of the said railway.—Mr. McKenzie, 1736.

McKenzie, D. D. (Cape Breton North and Victoria)—1736.

Think it is my duty to bring this matter before parliament until something is done towards the advancement of railway accommodation, 1736. There is no good reason why county of Victoria should not have the boon of railway connection with outside world. Have no facilities practically for the transportation of fish, 1737. Trust government will revive the interest taken in 1911 in railway extension into county of Victoria, 1738.

Mondou, A. A. (Yamaska)—1739.

Refers to Intercolonial railway from Lévis to Montreal—Intercolonial railway now coming to Montreal should make every effort to help south shore of St. Lawrence, 1739.

INTERCOLONIAL RAILWAY EXTENSION—
Con.

Rogers, Hon. Robert (Minister of Public Works)—1740.

Will take an early opportunity of drawing attention of Prime Minister to statements made with respect to this matter, 1740.

INTERCOLONIAL RAILWAY TRAIN
CHANGES—THE OCEAN LIMITED.

Inquiry.—Mr. Emmerson, 167.

Cochrane, Hon. Frank (Minister of Railways and Canals)—167.

No knowledge of 23 trains being taken off. Ocean Limited is to continue to run, 167.

Emmerson, Hon. H. R. (Westmorland)—167.

Asks minister *re* discontinuance of trains as reported in newspapers, on I.C.R. and particularly of Ocean Limited is to be discontinued, 167.

INTERCOLONIAL RAILWAY TRAIN
CHANGES.

Inquiry.—Mr. Emmerson, 258.

Cochrane, Hon. Frank (Minister of Railways and Canals)—258.

Ocean Limited to be discontinued through February and March. Not in interests of road to run the train. Statement of discontinuance of other trains, 258. Maritime express will be run in the best interests of the country, 259.

Emmerson, Hon. H. R. (Westmorland)—258.

Asks minister *re* discontinuance of Ocean Limited and other trains on I.C.R. Will there be any change in the Maritime express, 258.

INTERCOLONIAL RAILWAY PENSION
FUND.

Remarks.—Mr. Macdonald, 5362.

Macdonald, E. M. (Pictou)—5362.

In the last few months there have been cases in which men who have reached the age fixed in the statute but who have not been in the service for a sufficiently long period to qualify for the pension, have been dropped by the management. There is no provision for them under the Pension Fund Act, and I think the acting minister will agree with me that it is a case with which the department should deal in some way, 5362.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5362.

I think if an Act is brought in it may be possible to arrange that it should be retroactive, so as to cover those who have paid in and have left the service, 5363.

INTERNATIONAL WATERWAYS COMMISSION.

Introduction of Bill No. 90.—Mr. Borden, 1163.

Borden, Rt. Hon. R. L. (Prime Minister)—1163.

Bill is to make some very minor changes in Act, 1163. In United States they have a better system than we have, 1164.

INTERNATIONAL WATERWAYS COMMISSION.

House in Committee on Bill No. 90, 1396.

Borden, Rt. Hon. R. L. (Prime Minister)—1396.

Has been found difficult to bring expenses within limit named, it was thought if amount was determined by commissioners and approved by Secretary of State, it would be a sufficient safeguard, 1396.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1396.

Would suggest substitute for that sum another amount, 1396.

INTERNATIONAL WATERWAYS COMMISSION.

House in Committee on Bill No. 90.

Borden, Rt. Hon. R. L. (Prime Minister)—1483.

Amendment suggested and adopted, 1483.

INTERPRETATION OF RULE 17.

Inquiry.—*Sir Wilfrid Laurier*, 307.

Borden, Rt. Hon. R. L. (Prime Minister)—307.

We must bring each one of these departments before the House on some other day before we can make use of the rule in regard to Thursday or Friday. I understand it very much in the way that my right hon. friend understands it, 307.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—307.

I would like to ask the Prime Minister for his understanding of the rule. To-day we have no department whose estimates we have commenced, 307.

INTERPRETATION OF RULE 17.

Reference to.—*Sir Wilfrid Laurier*, 521.

Foster, Hon. G. E. (Minister of Trade and Commerce)—521.

It may be that the rules prevent the Prime Minister and the leader of the Opposition from making an arrangement across the table which is in opposition thereto, 521. If the Speaker holds that view I suppose that the Premier and the leader of the Opposition will have to bow to the rule, 522.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—521.

Is no motion to be made on Thursday or Friday on any occasion? Reads rule and

INTERPRETATION OF RULE 17—*Con.*

quotes Prime Minister. If the rule is laid down to-day that because every one of these departments has been taken into consideration we can go into any one of them on Thursday or Friday, we are deprived of the valuable privilege of having a motion made, 521. If the government were to attempt to take up the Department of the Secretary of State, I would have the right to say: No, you cannot take up that department, because those estimates have not been considered on any other day but to-day. Rule quoted, 522.

Speaker, His Honour the—521.

My understanding was that the Prime Minister, in saying that the rule would not apply, meant that it would not apply that day. I must say that I cannot read into the rule the same interpretation that the leader of the Opposition places upon it, 521. Of course, it can be done with the consent and desire of the House, 522. This rule contemplated that every department would be considered for the first time on some day other than Thursday or Friday, so as to give a member of the House who desired to make a motion an opportunity to do so, 522-3.

INVESTIGATION INTO SHIPPING CASUALTIES.

Introduction of Bill.—*Mr. Hazen*, 4552.

Borden, Rt. Hon. R. L. (Prime Minister)—4554.

The Imperial authorities have already been informed that this Bill is to be introduced to-day, and their co-operation in respect of the appointment on the commission of some very able judge or other person having the requisite experience has been invited, 4554.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4552.

Explains provisions of Bill, 4553.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4553.

Whether or not the enactment of the Bill will answer the purpose remains to be seen when we see the Bill in print. Up to the present time I have no fault to find; on the contrary, I commend the action taken by my hon. friend to have this awful calamity which has just befallen us investigated by the most ample, complete and searching inquiry by the highest possible authorities we can find, 4553.

INVESTIGATIONS INTO SHIPPING CASUALTIES.

House again in Committee on Bill No. 223.—*Mr. Hazen*, 4631.

Borden, Rt. Hon. R. L. (Prime Minister)—4631.

Intimation that Imperial Government will co-operate in constitution of court, 4631.

INVESTIGATION INTO SHIPPING CASUALTIES—*Con.*

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4631.

No decision arrived at as to where commission will sit, 4631.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4631.

Asks if as reported in press the Commission will sit on the 9th, 4631.

IRREGULAR QUESTIONS.

Speaker, His Honour the—285.

Calls attention to practice of reading articles and basing questions upon them. Much more appropriate if they were put on the Order Paper, 285.

IRRIGATION ACT AMENDMENT.

House in Committee on Bill No. 138.—*Mr. Roche*, 3485.

Borden, Rt. Hon. R. L. (Prime Minister)—3486.

I think the hon. gentleman's suggestion that the minister should give an explanation of the whole Bill is a proper one, as the second reading took place by consent and without the usual explanation, 3486.

Knowles, W. E. (Moosejaw)—3486.

It is hard to know what some of these sections mean without an explanation, 3486.

Oliver, Hon. Frank (Edmonton)—3485.

The effect of this proposed section is to allow him to dispose of water before he has completed his irrigation work—that is before he has carried out the contract with the government requiring expenditure on his part, 3485.

IRRIGATION ACT AMENDMENT.

House again in Committee on Bill No. 138.—*Mr. Roche*, 3596.

Buchanan, W. A. (Medicine Hat)—3596.

I have been asked to urge upon the minister that the users of water should still be given the privilege of carrying on their action against the company, 3596. It is held that under the proposed reclassification that the farmers may be compelled to pay more than they should for the land they bought, 3597. Statements quoted *re* classification, 3598-9.

Oliver, Hon. Frank (Edmonton)—3601.

The reason given for the desirability of this authority I will not question, but I still say it confers a very extraordinary authority upon the minister and I think that in a matter of providing compensation the minister is possibly taking a measure of responsibility that is not best for his own convenience or in the interest of the individuals concerned, 3601.

IRRIGATION ACT AMENDMENT—*Con.*

Roche, Hon. W. J. (Minister of the Interior)—3597.

It is not intended at all that this Bill should interfere in the slightest degree with those who have tracts from the Canadian Pacific Railway Irrigation Company, and I do not see how such an interpretation could be placed upon it, 3597. I can assure hon. gentlemen that it is not intended to interfere at all with any decision that may be given with regard to any test case that is now pending, 3598. There is no justification for the interpretation put upon the letter by this gentleman that the government is trying to influence the farmers, 3599-3600. As the Act states, the amendments are for the purpose of preventing any person or company from enjoying a monopoly of the available water supply and more especially if that particular water supply is situated in an advantageous location in reference to ditches, 3600. Amendments moved, 3601-2.

JOLIETTE AND LAKE MANUAN COLONIZATION RAILWAY COMPANY.

House in Committee on Bill No. 36.—*Mr. Guilbault*, 994.

Bennett, R. B. (Calgary)—994.

They have 69 miles surveyed. This is a colonization road in Quebec, 994.

Lancaster, E. A. (Lincoln)—994.

They showed pretty good *bona fides*, 994.

Lemieux, Hon. R. (Rouville)—994.

This railway construction is well known, 994.

Oliver, Hon. Frank (Edmonton)—994.

We are unduly careless in the passing of legislation affecting the interests of the public, 994.

Rogers, Hon. Robert (Minister of Public Works)—994.

The member who is responsible for a Bill should be present, 994.

JUDGES ACT AMENDMENT.

House in Committee on Bill No. 190.—*Mr. Doherty*, 3886.

Doherty, Hon. C. J. (Minister of Justice)—3886.

Amendment moved to meet Nova Scotia difficulty, 3886. The suggested amendment will entitle a judge to his allowance at the county town wherever he satisfies the department that there is no loss to the country by reason of his residing elsewhere than at the county town because there is as much work at the town he resides in as at the county town, 3887.

Kyte, G. W. (Richmond, N.S.)—3887.

Thanks minister for his consideration, 3887.

JUDGES ACT AMENDMENT—*Con.*

Macdonald, E. M. (Pictou)—3888.

Suggests population as the criterion, 3888.

McKenzie, D. D. (Cape Breton North and Victoria)—3889.

Thinks county court judge should be paid travelling expenses, 3889.

Proulx, E. (Prescott)—3887.

Thinks that judges should be encouraged to live in county town, 3888.

JUDGES SALARIES.

House in Committee on following resolution: Resolved, that it is expedient to amend the Judges Act, chapter 138 of the Revised Statutes, 1906, and to provide for the increase of the salaries of three judges of the Superior Court of Quebec from \$5,000 each per annum to \$7,000 each per annum and to provide for the salary of an additional judge of the said court at \$5,000 per annum; to provide for the salaries of three additional puisne judges of the Supreme Court of Alberta at \$6,000 each per annum; to provide for the salary of one junior County Court judge for the province of Manitoba at \$3,000 per annum; to provide for four additional District Court judges for the province of Saskatchewan at \$3,000 each per annum; to provide for the increase of the salary of the senior judge of the Circuit Court of the district of Montreal from \$3,600 to \$5,000 per annum, and for the increase of the salaries of the three other judges of the said court from \$3,000 each per annum to \$4,500 each per annum.—*Mr. Doherty*, 3602.

Boivin, G. H. (Shefford)—3602.

Refers to the judge for Pontiac having residence in Montreal, 3605.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—3605.

The judges of the city of Three Rivers have as much work to do as any judge in Montreal or Quebec, 3605.

Carvell, F. B. (Carleton, N.B.)—3608.

I am sure the Minister of Justice does not appreciate the position of the county court judges in the Maritime provinces. They occupy a different position altogether from the county court judges in the rest of Canada, 3608. If however the Minister of Justice can depart from the general rule and provide increased salaries for judges in Montreal and elsewhere in the province of Quebec, surely he can find means to give a reasonable salary to the judges in the Maritime provinces, 3609.

Carroll, W. F. (Cape Breton South)—3611.

Our judges of both District and Supreme Courts are very inadequately paid. I believe that there are very few judges in Canada to-day who could not make double their salaries in the practice of

JUDGES SALARIES—*Con.*

their profession, 3611. The hon. Minister of Justice is taking a forward step in this matter, but I do not think he is taking a step that will commend itself to the country at large, 3612.

Doherty, Hon. C. J. (Minister of Justice)—3603.

Explains reasons for proposals contained in resolution, 3603-7. I am not alone to deal with this matter, and there are other considerations than those which have been advanced this evening that appear to be paramount obstacles to the general dealing with this subject at this session, 3617. I am not in reality burdening the treasury of this country with any addition to the salaries of particular judges. What I am doing with regard to the Superior Court judges who come into the district of Montreal, is, adding two increases of salary of two thousand dollars each, instead of paying salaries for two additional judges at seven thousand dollars each, 3618.

Lancetot, Roch (Laprairie and Napierville)—3614.

That question of the judges' salaries is entirely a novel one for the electorate, and I say that the people are ignorant of what is going on in this connection, 3614. I say that those judges are not sufficiently paid for the work they are doing, and besides they have no right to a pension, 3615.

Macdonald, E. M. (Pictou)—3615.

I have not heard any explanation from my hon. friend the minister as to why, in dealing with this question, he has limited his efforts to one province, 3616. Since this discussion commenced this evening I have been casting my eye over the estimates in every department of the government in Ottawa, and if you look at these estimates you will find from one to eight or nine officials outside of the deputy ministers who are receiving salaries greater than those of the county court judges, 3617.

Marcil, Hon. Charles (Bonaventure)—3619.

The only objection I have is that there should be any discrimination, but I think the arrangement might be extended to other parts of the province, 3619.

Martin, W. M. (Regina)—3613.

I hope the minister will devise some scheme by which he can be of some assistance to the judges of the county court in Saskatchewan. The minister is going to appoint four more district court judges in that province. He will have trouble in getting proper men for those positions at \$3,000, 3614.

McCurdy, F. B. (Shelburne and Queens)—3611.

Thinks remuneration given to county court judges in Nova Scotia is quite inadequate, 3611.

JUDGES SALARIES—*Con.*

McKenzie, D. D. (Cape Breton North and Victoria)—3609.

In the province of Nova Scotia a county court judge is a Master in Chambers of the Supreme Court. As such, almost every kind of work comes before him, 3609. The fact must not be lost sight of that a judge is not in the same position as the ordinary man getting a salary, because there is a certain standing that a judge must maintain. It seems to me a poor matter that, when a county court judge is carrying out the demands of the legislature of the province he should be paid less than the regular travelling allowance, 3610.

McLean, A. A. (Queens, P.E.I.)—3607.

The judges in Prince Edward Island, Nova Scotia and New Brunswick do just as much work as the majority of the judges in Quebec, Ontario or Alberta, but we find on the statute-book a discrimination in favour of every one of these provinces as against the smallest province in Canada, 3607. There should be no discrimination and they should receive equal salaries in all parts of Canada, 3608.

Morphy, H. B. (Perth North)—3613.

I pay tribute to the thoughtfulness of the minister in providing a little more work and a little more pay for some of the county court judges, 3612-13.

JUDGMENT OF CHIEF JUSTICE HAULTAIN.

Inquiry.—Mr. Thoburn, 1265.

Doherty, Hon. C. J. (Minister of Justice)—1265.

This is a question upon which there has been very considerable divergence of judicial opinion, 1265. It is not possible for me to undertake to discuss the matter in detail, or to specify difference of opinion existing, 1266.

Thoburn, Wm. (Lanark, North)—1265.

Draws attention to a judgment in Saskatchewan and thinks that the sooner the law is amended the better, 1265.

JURISDICTION OF THE NORTHWEST MOUNTED POLICE MAGISTRATES.

Inquiry—Sir Wilfrid Laurier, 1119.

Doherty, Hon. C. J. (Minister of Justice)—1119.

I will ascertain what the situation is, 1119.

Lawrie, Rt. Hon. Sir Wilfrid (Quebec East)—1119.

Calls attention to despatch from Dawson re quashing a conviction because judge held mounted police had no jurisdiction, 1119.

JUVENILE DELINQUENTS ACT AMENDMENT.

Motion.—Introduction of Bill No. 174—Mr. Doherty, 3251.

JUVENILE DELINQUENTS ACT AMENDMENT—*Con.*

Doherty, Hon. C. J. (Minister of Justice)—3251.

This Bill contains but one clause. Its purpose is to provide for the appointment of a deputy judge of the Juvenile Delinquent Court. I may say that this Bill is introduced at the instance of Judge Choquette, of the Juvenile Court of Montreal, whose experience has led him to make the suggestion, 3251.

JUVENILE DELINQUENTS ACT AMENDMENT.

House in Committee on Bill No. 174.—Mr. Doherty, 3516.

Doherty, Hon. C. J. (Minister of Justice)—3516.

The purpose is to empower the judge of the Juvenile Delinquents Court to appoint a deputy judge, the appointment to be made subject to the approval of the Attorney General of the province, 3516. It has been thought that, when in their judgment any case is deemed to be of such a nature that the judge himself should deal with it, they should have the right to make a request to that effect, and that that request should be granted, 3517.

Lemieux, Hon. R. (Rouville)—3517.

I quite approve of this legislation. From what I can gather, the Juvenile Court in the city of Montreal has, under the able direction of Mr. Justice Choquette been a great success. Suggests amendment, 3517.

KING vs. FALARDEAU.

Motion:

For a copy of all letters, telegrams and documents generally concerning the withdrawal of an appeal in the Supreme Court of Canada, in the case of His Majesty the King, appellant, and Alfred Olivier Falardeau and Constant Napoleon Farlardeau, respondents.—Mr. Lemieux, 455.

Doherty, Hon. C. J. (Minister of Justice)—459.

I regret that I am not in a position to determine whether or not the evidence in this particular case justified the findings of Mr. Justice Audette, 459. I do not think there can be any serious suggestion of fault-finding with the increase in the amount offered. No doubt acting upon the information at his command the counsel representing the Crown arrived at the conclusion that being in this position that they had an award against them of \$69,000 and a claim against them of \$217,000, it was under the circumstances wise that in view of the withdrawal of that other appeal making that larger demand, they should accept the award made against them, 460. The fact that such a judge would have found that a property worth \$391,000 was in his judgment worth \$65,000 does not seem to me to be a matter to give rise to such very great surprise on the part of the hon. gentleman, 461.

KING VS. FALARDEAU—*Con.*

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—462.

This motion is made simply for purposes of information. The Minister of Justice of course must rely upon the advice of counsel whom he employs. The only point upon which I would like to have further advice or information is as to who is really responsible for the action by the Crown. What was the reason why, when counsel for the Crown had taken such a strong position as to advise an appeal in a pure matter of arbitration and valuation of property he should all of a sudden change his opinion and advise the withdrawal of the appeal, 462.

Lemieux, Hon. R. (Rouville)—455

Description of expropriated property, 455. The offer made for the property and clauses of agreement and award of Exchequer Court, 456. The opinion of solicitor acting for Minister of Justice cited, 457-8. It would be interesting to know why the appeal was withdrawn, 458. The amount awarded is more than double the amount offered by the Crown, 459. There is a strange anomaly somewhere in this case. I know those localities and nobody will make me believe that the value of that property has increased to such an extent as indicated by these figures, 463. My candid opinion is that the country has been mulcted in the present case, 464.

Seigny, Albert (Dorchester)—464.

I have only a few words to say, 464.

Speaker, His Honour the—464.

Rules debate closed, 464.

KETTLE VALLEY RAILWAY COMPANY.

House in Committee on Bill No. 82.—Mr. Green, 1892.

Lancaster, E. A. (Lincoln)—1892.

Sanctioned an agreement and gave company an additional franchise to build into Aspen Grove mineral district, 1892.

LABRADOR, QUEBEC AND SOUTHERN RAILWAY.

House in Committee on Bill No. 97.—Mr. Fripp, 2922.

Armstrong, J. E. (Lambton East)—2922.

The Bill was very carefully considered in the Railway Committee, 2922.

Borden, Rt. Hon. R. L. (Prime Minister)—2922.

I should not think there would be any difficulty in framing legislation committing neither one country nor the other, 2923.

Macdonald, E. M. (Pictou)—2922.

I think we should have a fuller explanation, 2922.

Pardee, F. F. (Lambton West)—2922.

Thinks Bill might pass in its present shape, 2922.

65606—8

LABRADOR, QUEBEC AND SOUTHERN RAILWAY.

House in Committee on Bill No. 97.—Mr. Fripp, 2951.

Doherty, Hon. C. J. (Minister of Justice)—2954.

What we hope for under this adjudication is to learn just where that line runs on land itself, 2955.

Graham, Hon. G. P. (Renfrew South)—2952.

It may be of interest to people of country to know what the promoters originally wanted, 2952.

Lancaster, E. A. (Lincoln)—2951.

Bill was very much cut down in Railway Committee, 2951.

Macdonald, E. M. (Pictou)—2953.

Would regard it as unfortunate if Dominion of Canada did not control every atom of territory from Atlantic to Pacific, 2954. Should not pass legislation which could and might be urged as having some effect in fixing boundary lines, 2956.

Oliver, Hon. Frank (Edmonton)—2953.

Am sure House will congratulate government upon new policy, that government will assume responsibility for bona fides of railroad charter put through House, 2953.

Reid, Hon. J. D. (Minister of Customs)—2952.

Committee felt they were justified in reducing it to a railway from Labrador to Quebec, 2952.

LABRADOR, QUEBEC AND SOUTHERN RAILWAY COMPANY.

House in consideration of Senate amendments to Bill No. 97.—Mr. Fripp, 4473.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4473.

Motion that Bill be withdrawn, 4473.

Speaker, His Honour the—4473.

Reference made to Senate amendments, 4473.

LABOURERS AS ASSISTED IMMIGRANTS.

Inquiry.—Mr. Lemieux, 4214.

Lemieux, Hon. R. (Rouville)—4214.

Calls attention to Russian and Hungarian immigrants arriving at Quebec and remaining in the city and also that a large number of assisted immigrants are being sent out from England and asks if minister is aware of it, 4214.

Roche, Hon. W. J. (Minister of the Interior)—4214.

Not aware of any association who are bringing labourers to Canada, 4214.

LABOUR SITUATION.

Inquiry.—Mr. Oliver, 3892.

Borden, Rt. Hon. R. L. (Prime Minister)—3892.

Quotes telegram received and reply sent, 3892-3.

Oliver, Hon. Frank (Edmonton)—3892.

Inquires if government have received communication from civic relief officer at Edmonton, 3892.

LACHINE, JACQUES CARTIER AND MAISONNEUVE RAILWAY COMPANY.

House in Committee on Bill No. 16.—Mr. Bickerdike, 767.

Lancaster, E. A. (Lincoln)—767.

In this Bill there is a change in the time for completion, 767.

LAKE ERIE BUOY SERVICE.

Inquiry.—Mr. Pardee, 2519.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2519.

Facts given as far as known, 2519.

Pardee, F. F. (Lambton West)—2519.

Calls attention to telegram received which he quotes *re* tug John Monk and asks if statement in telegram is true, 2519.

LAKE ERIE AND NORTHERN RAILWAY COMPANY.

House in Committee on Bill No. 47.—Mr. Fisher, 1188.

Lancaster, E. A. (Lincoln)—1188.

This is a Bill to allow the company further bonding powers, 1188.

LES SOEURS DE LA CHARITE.

House in Committee on Bill No. 76.—Mr. Lavallée, 1669.

Oliver, Hon. Frank (Edmonton)—1669.

Any explanation, 1669. This is apparently an offshoot of a parent organization having headquarters at St. Hyacinthe, 1670.

Proulx, E. (Prescott)—1669.

Object of the incorporation of Sisters is to establish charitable institutions, etc. Applies to the three provinces, 1669.

LONDON AND PORT STANLEY RAILWAY COMPANY.

House in Committee on Bill No. 64.—Mr. Beattie, 1416.

Beattie, Thomas (London)—1416.

This road was built in 1857. It is proposed to electrify it and give other companies running powers over it, 1416.

Carvell, F. B. (Carleton, N.B.)—1416.

Has the city of London been operating the road, 1416.

LONDON AND LAKE ERIE RAILWAY COMPANY.

House in Committee on Bill No. 88.—Mr. Marshall, 1891.

Lancaster, E. A. (Lincoln)—1891.

It is practically in same location, 1891.

Nesbitt, E. W. (Oxford North)—1891.

Does this road go to same places as London and Port Burwell road, 1891.

LOSS OF THE KARLUK.

Inquiry.—Mr. Oliver, 4524.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4524.

Gives information in his possession *re* Karluk, 4524.

Oliver, Hon. Frank (Edmonton)—4524.

Asks for information in respect to loss of Karluk, 4524.

LOSS OF THE KARLUK.

Inquiry.—Mr. Oliver, 4557.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4557.

That matter is now being considered, 4557.

Oliver, Hon. Frank (Edmonton)—4557.

Asks if preparations are being made to rescue the survivors, 4557.

LOSS OF THE KARLUK.

Statement.—Mr. Hazen, 4629.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4629.

Statement as to steps taken to rescue the men on the Karluk, 4629.

LOTBINIERE CONTROVERTED ELECTION.

Speaker, His Honour the, 4552.

Informs House that he has received report of Judges, 4552.

MADOC BANK FAILURE.

Inquiry.—Mr. Lemieux, 3199.

Lemieux, Hon. R. (Rouville)—3199.

Calls attention to failure of bank at Belleville and asks the Minister of Finance if it is the intention to reimburse the depositors, 3199.

White, Hon. W. T. (Minister of Finance)—3199.

The government has no intention of reimbursing the depositors, 3199.

MANAGEMENT OF THE INTERCOLONIAL RAILWAY.

Motion.—Mr. Emmerson, 3256.

Borden, Rt. Hon. R. L. (Prime Minister)—3287.

I venture to say that if there is any dissatisfaction with the Intercolonial railway, it

MANAGEMENT OF THE INTERCOLONIAL RAILWAY—*Con.*

has proceeded from time to time more from the fact that the Minister of Railways and Canals has been disposed to give what has been regarded as too strict attention to purely business considerations in the management of the road. I do not think there is in the province of Nova Scotia at the moment any very serious complaint with regard to increases of rates, upon which subject my hon. friend from Westmorland has so dilated, 3287. I am entirely in agreement with these gentlemen on the principle that it is a proper thing for men who have been in the service of that railway to be promoted from time to time so far as their abilities will justify and so far as their experience will warrant. There has been a great deal of time taken up in discussing the purchase of coal. One would suppose that the 14,000 tons of coal, which were purchased last year by the Intercolonial railway from the United States under very special circumstances, constitute the only case in which coal was purchased for that railway. I think some 60,000 tons were purchased about 13 years ago by the late administration, 3288-90. The hon. member for Westmorland endeavoured to make a very strong case against the government in connection with an arrangement which was negotiated between Mr. Gutelius and Mr. Boswell of the Canadian Pacific railway, and my hon. friend is of the opinion that the rates are altogether too low, 3291. He also finds fault with the standard rules. I do not know very much about these rules. It seems to me remarkable that rules adopted by all the great railways of Canada, except the Intercolonial railway, and approved by the Board of Railway Commissioners for Canada are likely to constitute a menace to the men employed on the Intercolonial railway or to the people carried over it, 3292. Something has been said about branch lines, and if I am not mistaken my hon. friend the member for Pictou has challenged me to make some observations upon this question. Otherwise I would not refer to it as my views with regard to it have been expressed on more than one occasion, 3293. So far as the general condition of the Intercolonial is concerned, I am sure that the description which my hon. friend has given of the service upon that road is one which he can hardly be prepared to endorse upon a little reflection, 3294.

Boulay, H. (Rimouski)—3311.

The Senate might have been justified in taking such a stand in respect to a measure which had been the occasion of much wrangling in this Chamber. But that was not the case as regards that Bill; and the Senate amended it to such an extent that the government was no longer in a position to make use of it, and as a consequence the branch lines

MANAGEMENT OF THE INTERCOLONIAL RAILWAY—*Con.*

were not taken over, 3311. Reference made to the management of the I.C.R. and the government defended in that regard, 3312.

Carroll, W. F. (Cape Breton South)—3312.

The question of the management of the I.C.R. and promotions dealt with, 3312-13. On coal buying he thinks it is not a good policy for this or any other government to go abroad for it and thinks there was no justification in Gutelius overlooking the collieries of Nova Scotia. The introduction of the standard rules on the I.C.R. referred to, 3314-15. The acting Minister of Railways need not come to this House and say that he is not receiving remonstrances from the railway men as well as from the patrons of the Intercolonial railway in the eastern section of Nova Scotia, 3315. There has never been a time when the Intercolonial was more unpopular, both with its patrons and employees, than it is today, and I trust that the government will undertake to at once remedy the defects, 3316.

Emmerson, Hon. H. R. (Westmorland)—3256.

I want to deal with the situation of the Intercolonial as it presents itself to me, and, as I think, it presents itself to the major portion of the inhabitants of eastern Canada, 3256. No minister of railways no general manager of the Intercolonial could add one cent to the freight charges of that railway except by Order in Council thus making the whole government fully responsible, 3257. I hold that any surplus that is shown by reason of the non-charging of these necessary items of expenditure to current account is a false surplus and does not properly show the real condition of the railway, 3258. Let me say that in not proceeding with the branch line policy which was promised by my right hon. friend when he was in opposition the interests of the Intercolonial have been very materially interfered with. I say that it is a matter of serious impeachment against the government that they have been so inactive, 3259. The service on the Intercolonial has never been at such a low ebb as it has been during the past season. It has been deteriorating, 3260. The rates on the Intercolonial have increased very materially in the past few years. They are turning the screw at every point, 3261. The Intercolonial railway has been made subservient to the Canadian Pacific railway in connection with the Gutelius-Bosworth agreement, 3262. The government are responsible for the management of the road. They are responsible for every act of their general manager, 3263. Talk about political influences; worse than political influence prevails to the great injury of the Intercolonial railway employees who entered the service years ago and who are familiar with the conditions of that road, 3264.

MANAGEMENT OF THE INTERCOLONIAL RAILWAY—*Con.*

Motion:

That all the words after the word 'that' in the proposed motion be struck out and the following substituted therefore:

That the methods of the present management of the Intercolonial railway are oppressive and unfair to the railway employees and to the public and detrimental to the business interests of the country and the railway; and, that in the opinion of this House the government is deserving of censure therefor, 3264.

Graham, Hon. G. P. (Renfrew South)—3294.

Reference made to Branch Lines Bill as amended by the Senate, 3294. At bottom I do not believe the Minister of Railways wants to take over the branch lines, 3295. Now I desire to say just a word upon the question of the employment of American engineers. These same gentlemen, who argued so strongly that the government did wrongly a few years ago, say it is all right now to engage American engineers to work upon a government road constructed and operated with the taxes of the people, 3296. Go where you will to-day in Ontario you cannot find any prejudice against the Intercolonial, and you will find very few, if any, who want the Intercolonial run for the purpose of making money. A word as to the system of book-keeping on the I.C.R., 3297. There is a distinct line of demarcation drawn between capital expenditures and revenue expenditures, and the Intercolonial railway, so far as my knowledge goes, exceeds the limit of what is ordinarily spent out of revenue. I think it is better that it should be in that condition than the other way, 3298.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3298.

I have listened to every word of the speech of Mr. Emmerson, Mr. Macdonald and Mr. Graham, and I submit in all candor and fairness to this House, that the hon. gentlemen have not laid before the House facts that would make out a case in support of the position taken in the resolution, 3298. In the Maritime provinces, and among those who have studied the question whether they live in the Maritime provinces or not, there is a practical consensus of opinion in favour of the government of Canada purchasing or acquiring by some means the branch lines of railways and running them as part of the Intercolonial railway system. I submit that the criticism levelled at my hon. friend and leader for not having accomplished something in this direction is not well directed and not well supported by the facts, 3299. Facts as reported in 'Hansard,' 1913 referred to and quotations made in regard to Branch Lines Bill, 3300-1. My hon. friend also says that there has been an increase in

MANAGEMENT OF THE INTERCOLONIAL RAILWAY—*Con.*

freight rates on the Intercolonial, and that there has been dissatisfaction in consequence. In any period of transition there is bound to be trouble. There are always people who will feel aggrieved when changes take place from any one system to any other, 3302. The question is, are the rates charged on the Intercolonial to-day unjust as compared with the rates charged on the Canadian Pacific railway, the Grand Trunk railway, and the other railways of this country? My hon. friend has dwelt upon the fact that men are employed on the Intercolonial who have been previously employed by the Canadian Pacific railway, and from that he draws the conclusion that the Intercolonial is being made subordinate to the Canadian Pacific railway, 3303-4. Facts connected with the Gutelius-Bosworth agreement given, 3304-5.

Macdonald, E. M. (Pictou)—3269.

The allegation contained in that resolution is but the expression of the opinion held all over the Maritime provinces in regard to the administration of the Intercolonial by this government. Let us examine the condition of affairs that has arisen under this government, 3269. No man can be employed on the Intercolonial to-day unless he has a letter to the responsible official having to do with the operation of the road, from the Conservative member of the constituency, or from the Conservative defeated candidate, or from the Conservative committee, 3278. Who put these increased rates into force? They were put into force under the regime of the Hon. Mr. Cochrane. And for what purpose? For the purpose of extracting more and unnecessary money out of the provinces down by the sea, 3279. That any general manager of the Intercolonial railway should find it necessary to go to the United States to purchase coal for his railway would seem incredible, 3280. Coal for Intercolonial railway further referred to, 3281-2. I think the hon. member for Westmorland, in proposing the resolution, has only put into language what is the opinion of everybody who lives along the line of this railway from a business standpoint, 3283. Then there has been a rearrangement of railway centres in order to gratify the political friends who exercise political pressure, 3283. The Intercolonial will soon be entirely under the control of the American people, who not only want to man it but who go across the line to buy United States coal in order to run it, 3284. It is just as well for the people of this country to realize that my right hon. friend and his party are responsible for not taking over those branch lines, 3285. The one thing that has characterized the present administration of the Intercolonial railway under this government is the absolute disregard of the interests of the people. The *Truro Citizen* quoted in this regard, 3286.

MANAGEMENT OF THE INTERCOLONIAL RAILWAY—*Con.*

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3264.

The board thought it necessary to increase the rates, on account of the increased working expenses of the road. The surplus on Intercolonial railway referred to, 3265. I am surprised that the hon. member should make an attack such as he has made to-day with respect to the service because I do not believe that it will be good for the railway to have an attack of that kind made on it when there is, in my opinion, no just reason for making the attack. On the other railways the adoption of the standard rules was for the purpose of protecting the public, protecting life from danger; and in putting them into force on the Intercolonial railway that is the object of the management, 3267. I do not see where the grievances exist. I think my hon. friend has simply made his little speech with a view of trying to make political capital in the lower provinces. From the information I have, the Intercolonial is running satisfactorily to the public, and I am having no complaints in connection with it, 3268.

Sinclair, J. H. (Guysborough)—3305.

It is an easy matter to find fault with the management of the I.C.R. but it never was so easy at any time in our history as under the present management, 3305. It is true that this government has talked a great deal about branch lines and the improvement of grades and curves, but it has all ended in talk. Refuses to accept the statement of the Prime Minister that there is no political or party consideration in the management of the I.C.R., 3306. Remarks of Gutelius as reported in Montreal Gazette and questions and answers *re* freight tonnage and receipts quoted, 3307-8. The general manager does not know the distances even on his own road, 3308. The most objectionable part of this interview is the gratuitous reflection it makes upon the business of Nova Scotia, 3309.

Turgeon, O. (Gloucester, N.B.)—3309.

I agree with what has been said on this side of the House with regard to the management of the I.C.R. It is to the credit largely of the hon. member for South Renfrew that it is possible for the government of the day to acquire branch lines to be operated as part of the Intercolonial, 3309. The Senate cannot be accused of partisanship in amending the Branch Lines Bill. Reference made to the extension to Bathurst harbour, 3310.

MANITOBA AND NORTH WESTERN RAILWAY COMPANY.

House in Committee on Bill No. 25.—Mr. Douglas, 1891.

Lancaster, E. A. (Lincoln)—1891.

Committee voted to leave in Bill ordinary periods of two years to commence, and five to complete, 1891.

MARITIME MAIL SERVICE.

Attention to.—Mr. Emmerson, 166.

Emmerson, Hon. H. R. (Westmorland)—166.

Attention of Postmaster General directed to condition of mail service between Sackville and eastern portions of country over line of New Brunswick and Prince Edward Island railway, 1667.

Pelletier, Hon. L. P. (Postmaster General)—167.

The officers of the department have instructions to do at once the next best thing in order to insure a proper delivery of the mails to the public and it will be done in this case, 167.

MARITIME MAIL SERVICE.

Inquiry.—Mr. Emmerson, 202.

Emmerson, Hon. H. R. (Westmorland)—202.

Asks Postmaster General if some improvement cannot be made in the transmission of mails to the Eastern provinces, 202.

Pelletier, Hon. L. P. (Postmaster General)—202.

My attention was called to this matter the other day. The Deputy Postmaster General has been ill and that is the reason my hon. friend has not received an answer, 202.

McCLARY MANUFACTURING COMPANY.

House in Committee on Bill No. 65.—Mr. Beattie, 1216.

Foster, Hon. G. E. (Minister of Trade and Commerce)—1216.

The mover of the Bill is not present, 1216.

Nesbitt, E. W. (Oxford North)—1216.

I desire to ask the promoter if the company got the authority of the shareholders for going into steamship and land speculative business, 1216.

MERCHANT AND EMPLOYEES ACCIDENT GUARANTEE COMPANY.

House in Committee on Bill No. 120.—Mr. Doherty, 3512.

Doherty, Hon. C. J. (Minister of Justice)—3512.

Purpose of Bill is merely to correct translators error in English version of the Act, 3512-13.

MERCHANT SHIPPING ACT AMENDMENT.

Second reading of Bill No. 21 *mcved.*—Mr. Hazen, 743.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—743.

Method of inquiry adopted by International Committee is to issue to different national associations a series of questions to be dealt with at next conference, 743. Ship-

**MERCHANT SHIPPING ACT AMENDMENT—
Con.**

ping Federation of Montreal have suggested to department the propriety of Canada being represented at such conferences. Short statement of general principles of Bill on, 744. The add and divide principle in such a case would be a travesty on justice. In Canada no owner of a vessel is free by reason of his employing a licensed pilot, 745. Copies of the two conventions are on the Table of House, 746. This convention applies practically to all maritime nations of world which were represented at conference, 747. Judge of Admiralty Court would make the apportionment, 748. Considering importance of Bill would be better not to proceed further, 749.

Sinclair, J. H. (Guysborough)—747.

Have no objection to Bill and think it is a good one, 747. Section 913 is of great importance. Confusion in my mind arises out of repeal of section 916, 748.

MERCHANT SHIPPING ACT AMENDMENT.

House in Committee on Bill No. 21.—Mr. Hazen, 1786.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1786.

Will propose amendments to sections 5 and 10 which will cover point to which I have referred to, 1786. Effect of this legislation is that a person who has sustained injury can bring action in one or two years, 1787. Seems that there ought to be some court by which you could have matter tried out, 1788. Matter of applying rules to lakes, if United States adopt agreement will have to be taken up at some future time, 1789. Convention has been put in force in United States, and in most of other countries. Refers to a letter on, 1790. Will consider the matter, 1791.

McKenzie, D. D. (Cape Breton North and Victoria)—1790.

It is desirable that in Canada we should have no trammels whatever with respect to any of our legislation, 1791.

McLean, H. H. (Sunbury and Queens)—1787.

Am doubtful as to whether this section is full and complete enough to give this jurisdiction to our Exchequer Court, 1787.

MILITIA ESTIMATES.

Inquiry.—Mr. Clark (Red Deer)—3199.

Clark, Michael (Red Deer)—3199.

May I ask the minister when we may expect his Estimates to be taken up for discussion, 3199.

Hughes, Hon. Sam. (Minister of Militia and Defence)—3199.

I hope, that by Thursday, if nothing goes wrong, I shall be able to claim the attention of hon. members with my Estimates. I am sure that I shall have a very ardent supporter in my hon. friend, 3199.

MILITIA POSTER.

Inquiry.—Mr. Emmerson, 1536.

Borden, Rt. Hon. R. L. (Prime Minister)—1536.

Matter will be brought to attention of the Minister of Militia at once, 1536.

Emmerson, Hon. H. R. (Westmorland)—1536.

Directs attention to military notice circulated in Westmorland and asks government what the purport of it is, 1536.

MILITIA POSTER.

Statement.—Mr. Hughes, 1607.

Emmerson, Hon. H. R. (Westmorland)—1607.

Requests the minister to lay on the Table the instructions the officer received, 1607.

Hughes, Hon. Sam. (Minister of Militia and Defence)—1607.

With regard to the matter brought before the House by Mr. Emmerson, the Adjutant General wired to know what the matter meant. Telegram in reply read. Department had nothing to do with it, 1607.

MILITIA POSTER.

Inquiry.—Mr. Emmerson, 2082.

Emmerson, Hon. H. R. (Westmorland)—2082.

Calls attention and quotes poster put up in Westmorland. I simply want to know what the nature of that request was, what it included and what it contemplated, 2082.

Hughes, Hon. Sam. (Minister of Militia and Defence)—2082.

In conformity with the custom of previous years the divisional officers send out mobilization plans each year. Regulations quoted, 2082.

MINES ROAD STATION.

Inquiry.—Mr. Kyte, 2377.

Kyte, G. W. (Richmond, N.S.)—2377.

Asks if it is intended to close Mines Road station in his constituency, 2377.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2377.

I shall make inquiries, 2377.

MINISTER OF MILITIA.

Inquiry.—Mr. Kyte, 1911.

Borden, Rt. Hon. R. L. (Prime Minister)—1911.

Minister of Militia is indisposed. I had a message from him to the effect that no communication of the kind referred to had been sent by him, 1911.

Kyte, G. W. (Richmond, N.S.)—1911.

Calls attention to despatch in Montreal Star which he reads and asks the Prime Minister if he knows of any information being sent out, 1911.

MISSING KARLUK.

Inquiry.—Mr. Oliver, 2264.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2264.

Statement in newspapers incorrect. No such action taken, 2264.

Oliver, Hon. Frank (Edmonton)—2264.

Asks minister if statement in newspapers is correct that government was taking action towards sending an expedition in search of Karluk, 2264.

MONTREAL HARBOUR COMMISSION.

Motion:

Resolved, 1. That it is expedient to provide that the Governor in Council may, from time to time, advance and pay to the Harbour Commissioners of Montreal, hereinafter called the corporation, in addition to the moneys, if any, heretofore authorized to be advanced to the corporation by the Governor in Council by any Act, and which have not at the date of the passing of any Act founded upon these resolutions, been so advanced, such sums of money, not exceeding in the whole the sum of nine million dollars, as are required:

- (a) To pay off and retire debentures of the corporation of the par value of two hundred and thirty-five thousand dollars, maturing in the year 1917, and
 - (b) To enable the corporation to complete the construction of the terminal facilities of the port of Montreal, for which the plans, specifications and estimates have been approved by the Governor in Council, and to construct such additional terminal facilities as are necessary to properly equip the said port.
2. That during the period of construction of the terminal facilities mentioned in these resolutions, the interest payable on the debentures receivable by the Minister of Finance in exchange for such advance, shall be deemed to be money required to complete and to be part of the cost of construction thereof, and such interest may be paid out of the said sum of nine million dollars.
 3. That the corporation shall submit to the Minister of Marine and Fisheries for approval, monthly applications for such advances, with statements showing total expenditure on different items in detail, and upon approval, authority for the payment of the amount applied for may be granted by the Governor in Council.
 4. That the corporation shall upon any advances being made, deposit with the Minister of Finance debentures of the corporation equal in par value to the advance so made, repayable within twenty-five years from the date of issue and bearing interest payable half yearly, at the rate of three and one-half per centum per annum.
 5. That the principal and interest of any sums advanced under any Act founded on

MONTREAL HARBOUR COMMISSION—*Con.*

these resolutions shall be payable, subject to the second of these resolutions, out of the revenue of the corporation mentioned in section 8 of chapter 10, or the statutes of 1896 (first session), and shall be a charge thereon as if the sums so advanced had been borrowed by the corporation under said chapter 10.—Mr. Hazen, 3631-2.

MONTREAL HARBOUR COMMISSION.

House in Committee on Bill 191.—Mr. Hazen, 3869.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3871.

I will endeavour to give my hon. friend, as far as I can, the information which he asks regarding the Harbour Commissioners, the work they did last year, what they propose doing this year, and, generally, the information he is very properly seeking from me at this time, 3871-5. I understand that it is the intention of the city of Montreal to appeal from the judgment of Mr. Recorder Weir, who decided that the commissioners' property is not liable to taxation. It certainly seems to me that some action will have to be taken about the matter if the decision should ultimately be that the property is liable to taxation, 3876.

Lemieux, Hon. R. (Rouville)—3870.

Declares his sympathy with this legislation and asks the minister for certain information. Everybody knows that the harbour of Montreal is possibly the most important point in our whole transportation system. Being at the head of oceanic transportation, it has become practically, de facto, the national port of Canada. A few figures will show its importance in connection with our whole transportation system, 3869-71. Refers to action of city of Montreal against the Harbour Commissioners for payment of taxes, 3876.

Sinclair, J. H. (Guysborough)—3875.

In improving the port of Montreal we increase the value of every house and every business stand and every piece of property in the city, and the city of Montreal should bear some part of the burden. I understand that at present that is the system adopted in Montreal, and so far I am in accord with it, 3875.

MONTREAL PROPERTY PURCHASE.

Inquiry.—Mr. Lemieux.

Lemieux, Hon. R. (Rouville)—1871.

Asks if the Carslake hotel has been bought by the government, 1871.

Pelletier, Hon. L. P. (Postmaster General)—1871.

Almost certain that expropriation proceedings are going on, 1871.

MONEY LENDERS ACT AMENDMENT.

Bill introduced.—Mr. Stevens, 201.

Stevens, H. H. (Vancouver)—201.

The present money lenders Act applies a limitation to the rate of interest to be charged on loans under \$500. The intention of this Bill is to extend this limitation to all loans, 201.

MONTREAL BERTHING ACCOMMODATION.

Inquiry.—Mr. Lemieux, 2546.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2546.

The matter is really one for the Harbour Commissioners to deal with. I believe berths will be found for the Royal line and all other steamship lines during the present season, 2546.

Lemieux, Hon. R. (Rouville)—2546.

Calls attention to Montreal press reports that no berthing accommodation will be found for the Royal George and asks if the minister has considered these facts and if he intends to remedy the situation, 2546.

MORNING SITTINGS.

Motion:

That on and from Monday next, the 27th instant, and until the end of the session, the House shall meet at 11 o'clock in the morning, and that in addition to the usual intermission at 6 o'clock p.m., there shall be an intermission from one to three o'clock p.m.—Mr. Borden, 2788.

Borden, Rt. Hon. R. L. (Prime Minister)—2788.

Will not press motion to-day, but will let it stand until to-morrow, 2788.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2788.

Hope that motion will not be pressed and if I am correctly informed that whole business of House is not before us, 2788.

MORNING SITTINGS.

Motion:

That on and from Tuesday next, the 5th instant, and until the end of the session, the House shall meet at 11 o'clock in the morning, and that in addition to the usual intermission at 6 o'clock p.m., there shall be an intermission from one to three o'clock p.m.—Mr. Borden, 3210.

Borden, Rt. Hon. R. L. (Prime Minister)—3210.

There seems to be some force, in what Sir Wilfrid suggests with regard to the matter, and I will not press the motion to-day, 3210.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3210.

The moment we have before us information as to the legislation that is to be brought down, we shall be ready for that resolution, but not before, 3210.

MORNING SITTINGS.

Motion:

That on and from Monday next, the 11th instant, and until the end of the session, the House shall meet at 11 o'clock in the morning, and that in addition to the usual intermission at 6 o'clock p.m., there shall be an intermission from one to three o'clock p.m.—Mr. Borden, 3319.

Borden, Rt. Hon. R. L. (Prime Minister)—3319.

If it does not make a very great deal of difference to my right hon. friend, I would rather begin on Monday. We had better make a beginning or we shall never reach the end of the session, 3319.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3319.

I will rely upon my right hon. friend, if these measures are to be introduced this session, to have them brought down this week; if they are not brought down this week, I would ask that they stand over until next session. I would suggest that the first morning sitting be held not on Monday but on Wednesday, 3319.

MOTOR BOATS AND THE MILITIA.

Inquiry.—Mr. Emmerson, 705.

Emmerson, Hon. H. R. (Westmorland)—705.

Calls attention to article in Mail of Montreal and is there any truth in rumour, 705.

Hughes, Hon. S. (Minister of Militia and Defence)—705.

Know nothing at all about the matter, 705.

MOTIONS UNOPPOSED AND UNDISCUSSED.

Mr. Turgeon.—For a copy of all tenders received for the construction of a lighthouse at Grand Anse, Gloucester county, N.B., and of the contract awarded, 370.

Mr. Turgeon.—For a copy of all tenders received for the construction of a salmon hatchery on Nipissiguit river, Gloucester county, N.B., and of the contract awarded, 370.

Mr. Turgeon.—For a copy of all tenders received for the dredging in Bathurst harbour and of the contract awarded, 370.

Mr. Turgeon.—For a comparative statement of the quantity by cubic yards of dredging done by the Restigouche, or dredge No. 3, on the outside bar of Bathurst harbour, during the seasons of 1910, 1911, 1912 and 1913, 370.

Mr. Turgeon.—For a copy of all correspondence, letters and telegrams relating to the deposit of sand and mud dumped into the southwestern channel by the contractors of dredging in Bathurst harbour, 370.

Mr. Turgeon.—For a copy of all tenders received in 1912 for the construction of a

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breakwater at Green Point, Gloucester county, N.B., and of all correspondence, letters and telegrams showing why the contract was not awarded to lowest tenderer, 370.

Mr. Emmerson.—For a copy of all rules and regulations made and passed by the board, with the approval of the minister, under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, pursuant to section eight of said Act, 370.

Mr. Sinclair.—For a copy of all decisions of the Board of Railway Commissioners made on or after the 10th of October, 1911, on which appeals have been taken to the Governor in Council, and of all decisions given by the Governor in Council on such appeals, 370.

Mr. Turgeon.—For a copy of all correspondence, letters and telegrams relating to the passage of an Act in Great Britain and the different dominions, providing for uniformity of the Naturalization Law, 370.

Mr. Emmerson.—For a return showing the amount of receipts and expenditure on the Intercolonial railway during the months of April, May and June, of 1913, respectively, giving separately the revenue from passenger trains, freight traffic, mails and express and miscellaneous revenue, respectively, with the total thereof during that period; also the same information respecting the corresponding months of 1912, with the total thereof for that period. Also a statement showing the working expenses or expenditure during months of April, May and June of 1913, respectively, giving separately the working expenses or expenditure on maintenance of way and structures, maintenance of equipment, traffic expenses, transportation expenses and general expenses; with the total thereof during that period; and also the same information respecting the corresponding months of 1912, with the total thereof for the same period; also a statement showing the cost of transporting freight per ton mile during the period named in the years 1912 and 1913, 370-1.

Mr. McCraney.—For a copy of all papers, documents, telegrams, correspondence, etc., in reference to the purchase of a site in Saskatoon for a post office building, 371.

Mr. Emmerson.—For a return showing in detail the number of dismissals from office of postmasters in the county of Albert, N.B., from the 10th day of October, 1911, not already brought down, together with the names of the dismissed postmasters, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, also a copy of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held with respect to the same or relating thereto, or

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to the appointment of successors to fill such offices respectively. And also the names of all persons appointed to fill the vacancies cause by such dismissals, and the names of the persons by whom the same were respectively recommended for appointment, 371.

Mr. Emmerson.—For a copy of all correspondence, letters, telegrams, reports and all other papers relating to the dismissal of Martin Lanigan, postmaster at Sexton, county of Kent, N.B., and of the minutes of evidence of any investigation or inquiry held relating to the said dismissal, and of all and any charges and recommendations connected therewith; also a copy of all letters written to the Postmaster General or to any official of the Post Office Department, by F. J. Robidoux, M.P., or by any other person relating to the said dismissal, 371.

Mr. Emmerson.—For a return showing in detail the number of dismissals or removals from office, of postmasters in the county of Westmorland, N.B., from the 1st day of February, 1913; together with the names of the dismissed postmasters, or postmistresses, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, and of all correspondence with respect to the same; and of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held, relating thereto, or to the appointment of successors to fill such offices respectively; and also the names of all persons appointed to fill the vacancies caused by such dismissals, and of the persons by whom the same respectively were recommended for appointment, 371.

Mr. Verville.—For a copy of all correspondence, letters, telegrams and reports that have been exchanged between the government and the strikers and operators of coal mines in British Columbia since the beginning of the strike until the present; also a copy of all Orders in Council in connection with said strike, 371.

Mr. Marcell.—For a copy of the report of operations at the fish hatchery at Port Daniel West, for the year 1913, 371.

Mr. Marcell.—For a copy of the reports made by the proprietors of the steamer Canada, on which the subsidy was paid to them for the season of 1913, for the service between Campbellton, N.B., and Gaspé, Que.; together with a copy of all complaints regarding the said service and of the correspondence, reports and documents in the possession of the Department of Trade and Commerce in that connection in the said year, 371.

Mr. Marcell.—For a return showing the number, location, and mileage of rural mail routes established in Bonaventure county from October, 1911, to date, if any; to-

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gether with a copy of all applications, memorials, reports and correspondence generally on this matter, 371.

Mr. Marcil.—For a return showing the names of officials of the Department of Marine and Fisheries in Bonaventure county who have been dismissed from the service since January 1, 1913, to date; together with the reasons for such dismissal, and a copy of all reports and correspondence; with the names of new appointees, their salaries respectively, pointing out the increase in each case, if any, said copies to be produced in the original language in which they were drafted, 371.

Mr. Marcil.—For a copy of all documents bearing upon dismissals and appointments of officials of the Inland Revenue Department in Bonaventure county since January 1, 1913, to date; together with a statement showing the salaries, emoluments and amounts paid to the new appointees since appointment, compared with amounts paid officials for corresponding periods in 1911 and 1912, 371.

Mr. Marcil.—For a return showing the number of engineers, assistant engineers, draftsmen, clerks, divers, and students in engineering or surveying, or other parties employed by the Department of Public Works in the constituency of Bonaventure, from October 11, 1911, to date, with their names, residences, salaries, nature of their work, time employed, and on whose recommendation; together bearing with a copy of all correspondence, and reports on such employment, and of reports made to the said Department of Public Works in that constituency from January, 1913, to date, 371.

Mr. Marcil.—For a copy of all correspondence, reports and documents exchanged by and with the Department of Public Works from October, 1911, to date, regarding the non-erection of the public building authorized to be erected at New Carlisle, the county seat of Bonaventure county, in the Estimates of 1911-12, 371.

Mr. Marcil.—For a return of all reports, memorials, correspondence and documents generally, bearing on the dismissal of customs officials in Bonaventure county from January 1, 1913, to date, together with a statement of salaries paid to old and new officials, and a copy of recommendations on which new officials were appointed, 371.

Mr. Marcil.—For a return showing the nature and cost of works carried on in the county of Bonaventure by the Department of Public Works since October 10, 1911, to date, together with a copy of all reports, estimates, pay-lists, and correspondence in connection therewith, 371.

Mr. Marcil.—For a return showing the dredging operations carried on in Bonaventure county in 1913, together with a copy of estimates, reports and correspondence, 371.

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Mr. Marcil.—For a copy of all correspondence, memorials, petitions, engineer's reports and other documents exchanged by or on behalf of the proprietors of the Quebec Oriental railway and the Atlantic, Quebec and Western railway, and the Department of Railways and Canals, since last session, with the view of the acquisition by the government of these roads as branch lines or feeders of the Intercolonial railway, 371-2.

Mr. Marcil.—For a copy of the Order in Council appointing Arthur Plante, Esq., a commissioner to receive claims against the Atlantic and Lake Superior railway, the Baie des Chaleurs railway and the Quebec Oriental railway, and of the report of said commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, documents, petitions and documents generally bearing on said subject, 372.

Mr. Marcil.—For a return showing the changes in postmasterships in Bonaventure county from January 1, 1913, to date, with a list of dismissals, and reasons therefor, and of new appointments; also a copy of all reports, correspondence, petitions and documents generally bearing on this subject; together with a list of post office contracts cancelled in said constituency, with reasons therefor, if any, and of new contracts awarded, with the old rate and the new, and whether tenders were called for, in each case, and whether contracts were awarded to lowest tenderer or not, 372.

Mr. Carroll.—For a copy of all letters, telegrams and correspondence of all kinds relating in any way to the applications for Fenian raid bounty in South Cape Breton, or relating to or touching in any way the claims of such applications, 372.

Mr. Carroll.—For a return showing the names and post office addresses of all persons in South Cape Breton, N.S., who made application for Fenian raid bounty, of all persons who made two or more applications, of all persons who have been paid the said bounty, and of all persons whose claims have been disallowed, with the reasons therefor, 372.

Mr. Carroll.—For a copy of all correspondence, letters, telegrams, etc., touching in any way the work done on Lingan Beach, South Cape Breton, under superintendent H. D. McLean, 372.

Mr. Carroll.—For a return showing the names of all persons who worked on Lingan Bar, South Cape Breton, under superintendent H. D. McLean, the wages paid to each per diem, the amount paid each or payable to each, and showing generally how the amount voted for such work was expended, and the amount received by H. D. McLean in connection with said work, 372.

Mr. E. Lapointe.—For a return showing the receipts and expenses of the post office at

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St. Philippe East, and of the post office at St. Philippe West, in the parish of St. Philippe de Néri, since the first of June, 1912, to date, 372.

Mr. E. Lapointe.—For a return showing the names of all parties who have been employed at the Experimental Farm of Ste. Anne de la Pocatière during the years 1912 and 1913, and the salary and fees paid to each of them, 372.

Mr. Emmerson.—For a return showing the names and post office addresses of all persons from the county of Westmorland, N.B., who have applied to the Department of Militia and Defence for a bounty under the Fenian Raid Volunteer Bounty Act, indicating the date on which each application was received, the names and addresses of the parties to whom such bounty has been paid; also the names and addresses of the parties to whom the bounty has not been paid, with the reason, if any, for non-payment thereof, 372.

Mr. Boivin.—For a return showing in detail the number of dismissals from public offices by the present government in the electoral district of Shefford from the 1st of October, 1911, to the present date; together with the names of the dismissed officers, the reasons for their dismissal, the complaints against such officials, names of the complainants in each case, and the names of their successors in office not already brought down, 372.

Mr. Boivin.—For a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissals of Mr. A. Goyette, postmaster at St. Valerien de Milton, Shefford county, Quebec, and of the evidence taken, and of the reports of investigations held by Dr. W. L. Shurtleff in regard to the same, 372.

Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this government for harbour improvements at Margaree Harbour since Confederation, 372.

Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this government for the harbour improvements at Inverness harbour, 372.

Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this government for the public wharf at Whycocomagh, 372.

Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this government for the building and repair of the public wharf at Port Hood, 372.

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Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this government for the closing of the northern entrance of Port Hood harbour, 372.

Mr. Lemieux.—For a copy of all documents concerning the latest changes in the Lobster fishing regulations at Magdalen Islands, 372.

Mr. A. K. Maclean.—For a return showing:

1. The names of all persons from whom land or property has been expropriated for right of way and station purposes in connection with the Dartmouth to Dean settlement branch of the Intercolonial railway of Canada.

2. The quantity of land or property so expropriated.

3. The amount paid or offered to such person or persons for such land or property, in cases where payment or an offer has been made, 372.

Mr. A. K. Maclean.—For a copy of all papers, advertisements, tenders, contracts, papers, telegrams, correspondence, returns, reports, accounts, vouchers, receipts, etc., in connection with any dredging performed by the Nova Scotia Dredging Company, or any other company, corporation or individuals, at Jeddore, Halifax county, N.S., in the years 1912 and 1913, 372.

Mr. A. K. Maclean.—For a return showing:

1. The names of all proprietors from whom land and property have been expropriated for the purpose of the Halifax ocean terminals between Three Mile House and the proposed site of the railway and shipping terminals.

2. The price or amount of damages paid therefor, or the amount offered and accepted in the case of each proprietor.

3. The amount offered or tendered each proprietor for damages and which has not been accepted.

4. The quantity of land and nature of property so expropriated from each proprietor, 372-3.

Mr. A. K. Maclean.—For a copy of all advertisements, tenders, papers, documents, letters and correspondence relating to the construction of the railway from Three Mile House at Bedford Basin to Halifax harbour, and also to the piers of wharfs and sea walls in connection with the proposed Halifax ocean terminals, 373.

Mr. A. K. Maclean.—For a copy of all advertisements, tenders, accounts, vouchers, letters, documents and correspondence relating to the construction of a breakwater at the Graff, Halifax county, N.S., 373.

Mr. A. K. Maclean.—For a return showing the total amount of liability in the form of temporary loans on the last day of each month during the period between the 1st

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day of May, 1913, and December 31, 1913, together with, in each case, the rate of interest paid upon said amounts during the same periods, 373.

Mr. A. K. Maclean.—For a copy of all papers, advertisements, tenders, bids, contracts, telegrams, correspondence, accounts, receipts, vouchers, &c., in reference to the supply of meats, hay, oats, and all other supplies for the 1913 summer and autumn drill at Aldershot Camp, N.S., 373.

Mr. A. K. Maclean.—For a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a property or site on Gottingen street, Halifax, for the erection of a post office building, 373.

Mr. A. K. Maclean.—For a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with the construction of a wharf at Feltzen south, Lunenburg county, N.S., now under construction or recently completed, 373.

Mr. A. K. Maclean.—For a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, etc., in connection with a wharf recently constructed at Gold river, Lunenburg county, N.S., 373.

Mr. A. K. Maclean.—For a copy of all papers, correspondence, telegrams, &c., in the years 1912 and 1913, in connection with the application of J. W. Comeau, of Comeauville, Digby county, N.S., for a license to can lobsters, including all correspondence, telegrams, &c., had by or with the fishery inspector for the southwestern counties of Nova Scotia, in connection therewith, 373.

Mr. A. K. Maclean.—For a copy of all papers, correspondence, telegrams, &c., between the Department of Trade and Commerce and any person or persons, companies or corporations, in the years 1912 and 1913, respecting a steamship service between St. John, N.B., and Bear river, N.S., and intermediate points, and the matters of the payment of a subsidy therefor, 373.

Mr. A. K. Maclean.—For a copy of all agreements, correspondence, papers and documents referring to any arrangement made between the Intercolonial railway of Canada and the Canadian Pacific railway in the year 1913, relating to the hauling of Canadian Pacific railway freight and passenger trains between St. John and Halifax, connecting with any transatlantic steamship lines at Halifax, during the winter season of 1913-14, 373.

Mr. A. K. Maclean.—For a copy of all correspondence, papers, documents, contracts, &c., between the government of Canada and any company, firm or individuals from May 1, 1913 to December 1, 1913, referring to the establishment of a subsidized steamship service between Canada and the British West Indies, 373.

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Mr. Emmerson.—For a return showing in detail the transactions and proceedings of the so-called Provident Fund Board from the 1st day of January, A.D., 1912, to date, with the names of applicants and their addresses, and the nature of their employment, for retirement under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, and a statement of the names so retired during that period, showing the amount of their respective retiring allowances, their respective terms of service, their respective ages, and the total of the fixed yearly charges upon the said fund made thereby; together with a copy of all correspondence, letters, documents and other communications relating to such applications and retirements on file in the Railway Department either at Moncton or at Ottawa, and of all correspondence, letters, petitions or other communications addressed to and received by the Minister of Railways and Canals, the department, or any official thereof, or any member of the government from any member of parliament, or other person charged with the responsibility of directing government or railway patronage, or from any person or persons, club or association assuming to advise or direct with respect to any such patronage, and of all replies made to any such letters, petitions or other communications, 373.

Mr. A. K. Maclean.—For a copy of all letters, correspondence, papers and documents relating to the dismissal of the following persons from the below-mentioned offices in Shelburne county, N.S.:—J. V. Smith, sub-collector of customs at Lower Woods harbour; John H. Lyons, keeper of lightship, Barrington Passage; William L. Smith, lightkeeper, Baccaro; E. D. Smith, fishery overseer, Shag harbour; J. A. Orechia, harbourmaster, Woods harbour; J. C. Morrison, harbourmaster, Shelburne; and Albert Mahaney, postmaster at Churchover, 373.

Mr. A. K. Maclean.—For a copy of all correspondence, papers, documents, reports, &c., in connection with the proposed increase of mail service from Shelburne, N.S., to Jordan bay and Jordan ferry and return since October 1, 1911, 373.

Mr. A. K. Maclean.—For a return showing the names of all persons tendering, the amount of tender, and to whom awarded in 1913, for the carriage of mails covering the following mail routes in Shelburne county, N.S.; Shelburne to Jordan bay and Jordan ferry and return; Clyde river to Upper Clyde and return; Lower Woods harbour to Charlesville and return; Port Le Herbert to Sable river, 373.

Mr. Pacaud.—For a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Mr. Arthur Dupuis, postmaster at Pontbriand, county of Megantic, Quebec, and of the evidence taken and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same, 373-4.

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- Mr. Pacaud.—For a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. T. H. Préfontaine, late inspector of weights and measures at Lyster station, county of Megantic, Quebec; and of all those relating to the appointment of his successor, Mr. Pidgeon, with a copy of all recommendations, petitions and correspondence which refers in any way to the said appointment, 374.
- Mr. Buchanan.—For a copy of all letters, telegrams and papers concerning coal lands situate in 28-19, 27-18, 27-17 and 28-18 west of the fourth meridian, 374.
- Mr. Carvell.—For a return showing the quantities and values of potatoes exported monthly from each province of Canada, from September 1, 1911, to January 1, 1914, and the countries to which the same were exported, 374.
- Mr. J. J. Hughes.—For a copy of all letters, telegrams, papers, and other documents connected with the removal of the post office from the store of Alexander Robertson at Red Point, P.E.I., to the store of J. E. Robertson, of the same place, 374.
- Mr. Boyer.—For a return showing the names of the employees of all kinds on the Soulanges canal in the section extending from the foot of the canal to the first bridge; with the functions of each of them, the salary thereto attached and the date of their hiring during the season of navigation, 374.
- Mr. Seguin.—For a copy of all the charges, correspondence, telegrams, reports and other documents relating to the investigation held in the case of Mr. St. Amour, superintendent of the canal, of Soulanges, 374.
- Mr. Boyer.—For a copy of all letters, correspondence, telegrams and all other documents between the Department of Railways and Canals and Archer Macdonald, E. Montpetit, C. A. Harwood, and A. Marceau, local engineer, St. Amour, superintendent of the canal, of Soulanges, L. A. Sauvé, and others, respecting the tearing down of several houses and dependencies erected on the government grounds at Pointe Cascades, the property of the said L. A. Sauvé, 374.
- Mr. Emmerson.—For a copy of all correspondence, petitions, memorials, letters, reports and telegrams, in the Department of Public Works, or in any of the departments of the government, relating to a proposed wharf or breakwater at Little Cape, and Great Shemogue harbour, Westmorland county, N.B.; also of all correspondence, letters and telegrams exchanged between any member of the government and M. G. Siddal, or any other persons or corporations, relating to a proposal or application to construct a wharf or breakwater at Little Cape or Great Shemogue harbour in Westmorland county, N.B., or in connection with having a survey made in connection with any such proposal, 374.

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- Mr. A. K. Maclean.—For a copy of all tenders, contracts, pay rolls, vouchers, documents, correspondence, &c., in connection with the purchase of a site for the government wharf at Bear river, N.S., and the construction of the said wharf, 374.
- Mr. Emmerson.—For a return showing in detail the number of dismissals from public offices and positions of employment by the present government since the first day of February, 1913, to this date, in the county of Westmorland, New Brunswick, in connection with any of the departments of the public service except the Post Office Department; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office, 374.
- Mr. A. W. Chisholm.—For a copy of all telegrams, letters, engineer's reports, pay rolls and all other documents referring in any way to the work of opening up Inverness harbour, 374.
- Mr. Kay.—For a copy of the correspondence between the Department of Agriculture or the Department of Customs and C. S. Campbell, Esq., K.C., relating to the importation of pure bred animals into Canada, 374.
- Mr. Graham.—For a return showing the number of ships chartered by the government or any department thereof since October, 1911, to go to Hudson bay or James bay; the name of each and the tonnage; the name and residence of each commanding officer; what cargo each carried, and what portion was landed, and where, what was lost and where, and what returned; with the values in each case, 374.
- Mr. Graham.—For a copy of all correspondence between the Post Office Department, or any official thereof, and any person or persons, concerning the installation of street letter boxes in the village of Chesley in the riding of South Bruce, 374.
- Mr. Lemieux.—For a copy of all papers, deeds, contracts, &c., in connection with the purchase by the Board of Harbour Commissioners of Quebec, of a stone quarry at St. Nicholas, Que., 374.

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Mr. Lemieux.—For a copy of all papers, deeds, and contracts in connection with the purchase by the Department of Agriculture of a quarantine station at Lévis, Que., on or about July 29, 1913, 374.

Sir Wilfrid Laurier.—For a copy of all correspondence with the Imperial authorities, or any commercial bodies, on the subject of safety of life at sea; and of the Order in Council appointing representatives of Canada on the International Conference on Safety of Life at Sea, 374.

Sir Wilfrid Laurier.—For a copy of the proceedings and resolutions adopted at the last Interprovincial Conference, 374.

Mr. Ethier.—For a copy of all documents, letters, correspondence and petitions asking for the dismissal of Mr. Felix Raymond, postmaster at Ste. Scholastique village, county of Two Mountains, together with everything in connection with such dismissal, 374.

Mr. Boulay.—For a copy of all documents whatsoever relating to the investigation of a claim of Jean Ross or Joseph Ross, of Amqui, county of Rimouski, province of Quebec, against the Intercolonial railway, following an accident to a horse, which occurred on the 10th of December, 1906, 375.

Mr. Boulay.—For a return showing the names of the sailors who have been employed on the Eureka during the years 1910, 1911, 1912 and 1913, 375.

Mr. Sinclair.—For a copy of all Orders in Council, correspondence, petitions, telegrams and other papers or documents bearing date between the years 1885 and 1914 in any way relating to the prohibition of the export of sockeye salmon from the province of British Columbia, 375.

Mr. Lemieux.—For a return showing the names of the promoters of the Canadian Contracting Company, and the powers asked by and given to said company by letters patent, 375.

Mr. Lemieux.—For a return showing the names of the promoters of the National Drop Forge Company, Limited, and the powers asked and given to said company by letters patent, 375.

Mr. E. Lapointe.—For a return showing what new post offices have been established in the county of L'Islet since 1911; the name of the officer in charge of each of them; what revenue they have brought; what expenses have been incurred by these offices, including the salary and fees of the postmaster and charges for the conveyance of the mails; whether these officers have been asked for by petitions of the interested ratepayers; if so, by whom, the quantity of letters and other postal matters that has passed through each of these offices since they have been established, 375.

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Mr. Graham.—For a return showing what changes have been made in the original scheme for terminals of the Transcontinental railway at the city of Quebec; the estimated cost of the former; the estimated cost of the said terminals under the present scheme, 375.

Mr. Emmerson.—For a return showing when the Intercolonial railway and the Prince Edward Island railway last called for tenders for its coal supply, and when the tenders were returnable; the number of tenders received, the names of the tenderers, and the tender prices respectively; the date of the last contract or contracts for coal for the Intercolonial railway, and who was the contractor or contractors respectively; the names of the successful tenderers, as the result of the last call for tenders and their prices respectively; the amount in tons of the contract made with each, and at what prices per ton respectively; whether any coal was purchased, for the government system of railway, in the United States since March 31, 1913; if so, by whom, from whom and through whom it was purchased, and at what price, and the cost per ton delivered, inclusive of commissions to the railway, 375.

Mr. Sinclair.—For a return showing where the D. G. cruiser Margaret was built? Who the builders were; the contract price; the name and address of each tenderer and amount of each tender; whether the government or any department thereof has contracted for any other vessel or vessels during the past eighteen months; if so, the number of such vessels, the names and addresses of contractors, the gross tonnage of each and the contract price, and the service for which they are intended, 375.

Mr. Carvell.—For a return showing the amount paid out by each province in putting down the Fenian raid; the amount, if any, that has been paid out by the Dominion of Canada in each province in connection with the Fenian raid, excepting amounts paid under the Fenian Bounty Act; the total amount by provinces of the claims approved by the Department of Militia and Defence under the Act; the total amount of such claims by provinces paid to applicants under the Act; the total amount by provinces claimed and rejected under the Act; the total amount by provinces of the claims under the Act which have not been decided upon, 375.

Mr. Kay.—For a return showing how many veterans in the county of Missisquoi have applied for the Fenian raid bounty; how many have been granted, and their names; how many have been refused, their names, and why the applications have been refused, 375.

Mr. A. W. Chisholm.—For a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts, and vouchers in any way referring to the expenditure of money

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- by this government in the construction of the new telegraph or telephone line from Baddeck, Victoria county, N.S., to North-east Margaree, Inverness county, N.S., thence to Big Intervale, Inverness county, N.S., and also in connection with the lines from Southwest Margaree to Loch Ban, and from Scotsville to Whyccomagh, all in Inverness county, N.S., 375.
- Mr. A. W. Chisholm.—For a copy of all letters, telegrams and correspondence in any way relating to the appointment of men in any way connected with the salmon fishing pond at Margaree during the year 1913, 375.
- Mr. A. W. Chisholm.—For a copy of all correspondence, letters, telegrams and documents of all kinds in possession of the government or any department thereof, in any way relating to the employment of and dismissal from the Geographical Survey of Canada of N. H. McLeod, Northeast Margaree, Inverness county, N.S., 375.
- Mr. Sinclair.—For a copy of all correspondence, telegrams, memoranda, Orders in Council, instructions to officers, regulations and other papers and documents relating to a change in the regulations governing the fishing of salmon in the St. John river, above tidal water, 375.
- Mr. Sinclair.—For a copy of all charges, correspondence, letters, telegrams and other documents in the possession of the Post Office Department, relating to the dismissal of James R. Laing, postmaster at Liscombe, N.S., and of the facts taken, and report of investigation in regard to the same, if any, a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams, and other papers relating to the appointment of his successor, 375.
- Mr. Lemieux.—For a copy of all correspondence, telegrams and papers generally in connection with the appointment of Joseph Lemieux as postmaster at Mont Louis, county of Gaspé, 375.
- Mr. Carvell.—For a return showing the names and addresses, with rank or occupation, of all persons who accompanied the Minister of Militia and Defence to the old country and Europe during the summer of 1913, and whose expenses were paid wholly or in part by the Dominion Government, or who were paid salary or allowance during such time, with the amount paid to each person, 375.
- Mr. Lemieux.—For a copy of all correspondence and papers generally concerning the proposed changes of the Judicial Committee of the Privy Council, 445.
- Mr. Carroll.—For a copy of all letters, telegrams and correspondence of all kinds relating in any way to the applications for Fenian Raid Bounty in South Cape Breton, or relating to or touching in any way, the claims of such application, 445.

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- Mr. Carroll.—For a return showing the names and post office addresses of all persons in South Cape Breton, N.S., who made application for Fenian Raid Bounty, of all persons who made two or more applications, of all persons who have been paid the said bounty, and of all persons whose claims have been disallowed with the reasons therefor, 445.
- Mr. Emmerson.—For a return showing the names and post office addresses of all persons from the county of Westmorland, N.B., who have applied to the Department of Militia and Defence for a bounty under the Fenian Raid Volunteer Bounty Act, indicating the date on which each application was received, the names and addresses of the parties to whom such bounty has been paid; also the names and addresses of the parties to whom the bounty has not been paid, with the reasons, if any, for non-payment thereof, 445.
- Mr. A. K. Maclean.—Return showing the total amount of available cash on deposit to the credit of the Government of Canada on the last day of each month between 1st April, 1913, and December 31, 1913, 445.
- Mr. A. K. Maclean.—Return showing the following particulars respectively, of all loans placed or extended by the Government of Canada, upon the London market during the calendar years 1912 and 1913: loan; date and copy of prospectus; price in prospectus and price realized; date on which loan matures; rate per cent; total issue; amount realized; charges including discount for immediate payments, etc.; net amount of cash realized; and the annual effective rate of interest per unit, 445.
- Mr. Sinclair.—Return showing the names and post office address of all parties from the county of Guysborough, N.S., who have applied to the Department of Militia and Defence for a bounty under the Fenian Raid Volunteer Act indicating the date on which each application was received, the names of the parties to whom such bounty has been paid, date of payments, and also the names of those parties to whom the bounty has not been paid, with the reason, if any, for non-payment thereof, 445.
- Mr. J. J. Hughes.—Return showing the quantities and values of potatoes imported monthly into Canada during the years 1911, 1912 and 1913, and the countries from which such potatoes were imported, 445.
- Mr. Kyte.—For a copy of all correspondence relative to the dismissal of Alex. W. Finlayson, keeper of light on St. Esprit Island, Richmond county, N.S.; and to his resignation and the appointment of a successor, 445.
- Mr. Boyer.—For a copy of all letters, telegrams, etc., exchanged between the Department of Militia and Messrs. A. Macdonald,

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- E. Montpetit and others in connection with the organization of the 33rd Hussars, at Vaudreuil and soulanges, 445.
- Mr. Boyer.—For a copy of all letters, telegrams and other documents exchanged between the Department of Militia and Messrs. Archibald Macdonald, Elzear Montpetit, J. H. Chevrier and others, relating to the repairs made or to be made to the armoury at Rigaud, from 1911 to date, 445.
- Mr. Law.—For a return showing the amount expended by the government on wharfs, breakwaters, public works and dredging in the county of Yarmouth, since October 11, 1911, and to whom the amounts so expended were paid, 574.
- Mr. Verville.—For a return showing the number of woollen industries which are being operated in the country; where they are situated, in which province, and in what city, town, or village; the number of hands employed in each, and the output of each during the year 1913, 574.
- Mr. Sutherland.—For a return showing the number of farm labourers and domestic servants respectively, placed by the government employment agents during the years 1912 and 1913; also the counties where placed and the amount of bonus paid, 574.
- Mr. Sutherland.—For a copy of all reports made by the Inspectors of Agents for placing farm labourers and domestic servants in Canada during the calendar years of 1912 and 1913, 574.
- Mr. Graham.—For a copy of all correspondence and documents in reference to the matter submitted to Sir William Whyte by the government, the Transcontinental Commission or the commission appointed to investigate the construction of the National Transcontinental railway, between the government or any member or official thereof, and any official of the Grand Trunk Pacific Railway Company; and also of all correspondence between any member or official of either the above named commissions and the Justice Department, concerning the said matter, 574.
- Mr. Emmerson.—For a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointments of valuers, or appraisers, appraisements, abstracts of titles, deeds or other conveyances, in any department of the government or in the railway office at Moncton, relating to, or in any manner connected with, the purchase of the Intercolonial railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statements of expenditures for

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- repairs made on the buildings of said property; and also of all accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all moneys paid for charges and expenses in connection with such purchase or the procuring of a deed of said property, 575.
- Mr. Emmerson.—For a copy of all letters, telegrams, petitions, reports, correspondence and other documents on file in any department of the government, or in the possession of any member of the government, relating to, or in any manner connected with, the proposal to have a spur line of siding to connect the new public wharf at Sackville, N.B., with the Intercolonial railway at that place, and of all letters, telegrams and other correspondence passed between any person or persons and any member of the government, 575.
- Mr. Neely.—For a return showing the names, date of appointment, length of service, remuneration and office held by each or all the employees of the Department of the Interior in the outside service since January 1, 1912, to December 31, 1913, not given in the Civil Service list of 1912 or 1913, 575.
- Mr. Neely.—For a copy of all correspondence, telegrams and other documents relating to the removal of Jas T. Richardson as sub-collector of customs at Humboldt, Saskatchewan, and the appointment of a successor, 575.
- Mr. Neely.—For a copy of all correspondence, telegrams, and other documents relating to the removal of T. J. Oliver, as Dominion lands agent at Humboldt, Saskatchewan, his appointment to his present position, and the appointment of his successor at Humboldt, 575.
- Mr. Neely.—For a copy of all correspondence, telegrams, letters of instruction, or other documents relating to the removal of W. S. McKechnie, as Dominion lands agent at Prince Albert, Saskatchewan, and the appointment of his successor, 575.
- Mr. Seguin.—For a copy of all reports, memoranda, correspondence and documents of every nature, relating to the construction of a wharf in the town of L'Assomption, and of all petitions and correspondence in favour or against such construction to date, and the reasons why the construction of such wharf, authorized in the estimates of 1911-1912, has not been proceeded with, 575.
- Mr. Seguin.—For a copy of all correspondence, reports, petitions and documents exchanged by and with the Department of Public Works since the 1st of September, 1911, to date, with the reasons why the construction of the public building, authorized in the town of St. Lin Des Laurentides, county of L'Assomption, as per the estimates of 1911-1912, has not been proceeded with, 575.

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Mr. Kyte.—For a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or any other minister of the Crown since the first day of October, 1911, from J. A. Gillies, Esq., Sydney, N.S., or any resident of the county of Richmond, N.S., relative to expenditure of public money on public works in the said county of Richmond, 575.

Mr. Kyte.—For a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or the Minister of Railways and Canals, from J. A. Gillies, Esq., Sydney, N.S., or from any resident of the county of Richmond, N.S., relative to the purchasing of the Cape Breton railway by the government and the building of a line of railway from St. Peter's to Sydney and Louisburg, and of the replies thereto, 575.

Mr. Neely.—For a copy of all letters, papers, homestead inspector's reports, declarations and of all other documents connected in any way with the entry and cancellation proceedings against the homestead entry of James Bruce for the southeast quarter section 36, in township 49, range 27, west second meridian, 575.

Mr. Emmerson.—For a return showing the proportion of comparative through passenger traffic from Montreal to Maritime eastern points, and from intermediate points eastward, and from eastern points westward to Montreal, and for points west of Montreal, by the Intercolonial and Canadian Pacific railways respectively, during the years 1911, 1912 and 1913 respectively; and also for a copy of all returns, reports, tables, statements, correspondence or other documents on file in the Department of Railways and Canals, or in the railway office at Moncton, showing such comparative traffic or any division thereof, taken by said railways respectively during the periods named, or during any other period within the last seven years, during which the so-called Maritime Express, the so-called Ocean Limited, and the Atlantic Express, or the so-called Canadian Pacific Express, were all being operated and run over the respective lines of railway; and also showing what proportion of such traffic was being carried by each of said trains respectively? 575.

Mr. Graham.—For a copy of all advertisements, tenders, contracts and correspondence in connection with the proposed New London branch of the Prince Edward Island railway, 575.

Mr. A. K. Maclean.—For a copy of all advertisements, tenders, contracts, documents, letters and correspondence relating to the supply of coal for the government public buildings at Lunenburg, N.S., 575.

Mr. A. K. Maclean.—For a copy of all documents, Orders in Council, correspondence, telegrams, tenders, accounts, vouchers, etc.,

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in connection with the construction of a bridge or work between the mainland and an island known as Boutillier's island, at South West Cove, Lunenburg county, N.S., 575.

Mr. A. K. Maclean.—For a copy of all petitions, memorials, letters, telegrams, papers and documents received by any department of the government of Canada, or any minister of the Crown from any company, corporation, person or persons, requesting the removal of any customs duties upon wheat or wheat products entering Canada, or protesting against any diminution or removal of such customs duties and any replies thereto, 575.

Mr. A. K. Maclean.—For a copy of all tenders, contracts, pay rolls, vouchers, letters, correspondence, papers and documents relating to the following public works recently performed in Shelburne county, N.S., viz.: breakwater and wharf at Froude's Point; breakwater at Jordan East; wharf at Shelburne, wharf at Port Clyde; breakwater at Blanche Point; wharf at Centreville; wharf at West Head; cribwork, etc., at Matthew's lake, and clearing channel at Round bay, 576.

Mr. A. K. Maclean.—For a copy of all accounts, bills, receipts and vouchers in connection with the services of N. W. White, during 1912 and 1913, as commissioner to inquire into Indian lands in the province of British Columbia, 576.

Mr. A. K. Maclean.—For a return showing the amounts in detail paid to Ward Fisher, of Shelburne, N.S., fishery inspector, for the years 1912 and 1913 for salary, office expenses, travelling expenses, and all other expenses, 576.

Mr. A. K. Maclean.—For a return showing the number and particulars of commissions appointed or issued under the Inquiries Act since October 1, 1911, the purpose or object thereof, the name of the commissioner or commissioners, and the cost of each to the present time, 576.

Mr. A. K. Maclean.—For a copy of all papers, documents, correspondence, etc., since October 1, 1911, relating to the appointment of a postmaster at Upper Ohio, Shelburne county, N.S., 576.

Mr. Robb.—For a copy of all correspondence, including letters, telegrams, and accounts, regarding the purchase during year 1913, of all horses, cattle, sheep and swine for the Department of Agriculture in the provinces of Quebec for experimental farms, or for the improvement of stock, together with a return showing the commission and fees paid, and to whom paid, for and on account of said purchase, 576.

Mr. A. W. Chisholm.—For a return showing: 1. The names and post office addresses of all Fenian raid veterans in Inverness county who have applied for bounty under the Fenian Raid Volunteer Bounty Act, with dates of such applications.

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2. The names and post office addresses of all widows and heirs in Inverness county, N.S., who have applied for bounty under said Act, with dates of such applications.
3. The names and post office addresses of such veterans' widows and heirs in Inverness county, N.S., who have been paid said bounty, with dates of such payments.
4. The names and post office addresses of all widows and heirs of veterans in the county of Inverness, N.S., whose applications have been rejected or postponed by the Department of Militia and Defence, with reasons for such rejection or postponement, 576.

Mr. Truax.—For a copy of all correspondence and other documents in reference to the erection of a customs building in the village of Chesley, riding of South Bruce, 576.

Mr. Macdonald.—For a return showing the names and addresses of all applicants resident in the county of Pictou, N.S., for the Fenian raid bounty, designating those who have already received the same, the applications refused, with the cause assigned, and the applications yet to be dealt with; also a copy of all correspondence, telegrams and other communications had by the department with Mr. C. E. Tanner, of Pictou, N.S., in reference to same, 576.

Mr. Sinclair.—For a return showing the number of criminals released on parole from the various penitentiaries of the Dominion for the year ending March 31, 1913; the offence for which each prisoner so released was convicted, and showing at the same time whether such offence was a first, second, or subsequent offence, 576.

Sir Wilfrid Laurier.—For a copy of all arrangements made between the government and the various provinces under the Agricultural Instruction Act, 576.

Sir Wilfrid Laurier.—For a copy of all petitions from British Columbia sealers for compensation for claims resulting from the cessation of Pelagic sealing, and of all correspondence with regard to the same, 576.

Sir Wilfrid Laurier.—For a copy of the Order in Council appointing a commission to investigate the cost of living, 576.

Sir Wilfrid Laurier.—For a copy of all Orders in Council since the 1st of June last in any way altering the rates of duties existing under the Customs Act, 576.

Sir Wilfrid Laurier.—For a copy of all correspondence since the 1st of January last with regard to the calling of an Imperial Conference on the subject of naval defence, 576.

Sir Wilfrid Laurier.—For a copy of all correspondence, letters, telegrams, and other documents relative to the report and recommendations of the board appointed under the Combines Investigation Act to investigate the methods adopted by the United Shoe Machinery Company, 576.

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Sir Wilfrid Laurier.—For a copy of all correspondence, letters, telegrams and other documents relating to industrial disputes during the year 1913 between the operators and employees of any of the companies operating coal mines on Vancouver island, and disturbances arising out of same; and of any correspondence, either before or since the year 1913 with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions, if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the departments of the government in consequence of said disputes or difficulties arising out of same, 576.

Mr. Wm. Chisholm.—For a copy of the advertisement for tenders, and of the tenders received last year for the carrying of the mails between Merigomish and Malignant cove, and of all letters, telegrams, and correspondence and documents in any way relating thereto, 576.

Mr. Wm. Chisholm.—For a copy of the contract entered into last year for the carrying of the mails between North Lochaber and Colledgeville, and of all letters, telegrams, and correspondence referring to said service and the awarding of said contract, 576-77.

Mr. Law.—For a return showing the names and post offices addresses of all parties from the county of Yarmouth, N.S., who have applied to the Department of Militia and Defence for a bounty under the Fenian Raid Volunteer Act, indicating the date on which each application was received, the names and addresses of the parties to whom such bounty has been paid; and also the names and addresses of the parties to whom the bounty has not been paid, with the reason, if any, for non-payment thereof, 577.

Mr. Wm. Chisholm.—For a copy of the advertisement for tenders, and of the tenders received, and of the contract awarded last year, for the carrying of the mails between Antigonish and Livingston's cove, and of all letters, telegrams, correspondence and documents in any way relating thereto, 577.

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Sir Wilfrid Laurier.—For a copy of all protests, if any, by the Grand Trunk Pacific Railway Company, against changes in grades of the National Transcontinental railway from Winnipeg eastward, and terminal facilities at Quebec; of all subsequent approvals of such changes, if any, by the Grand Trunk Pacific Railway Company, and of all correspondence on the above subject, 577.

Mr. A. K. Maclean.—For a return showing the names and addresses of all applicants resident in the counties of Halifax, Hants, Kings, Annapolis, Digby, Queens, Shelburne, Lunenburg and Colchester, Nova Scotia, respectively, for the Fenian Raid Bounty, designating those who have already received the same, the applications refused with the cause assigned, and the applications yet to be dealt with, 577.

Sir Wilfrid Laurier.—For a copy of the Order in Council appointing a commission for the purpose of beautifying the city of Ottawa and vicinity, of all correspondence with regard to the same, and of all reports made by the commission up to date, 577.

Mr. Turriff.—For a copy of all letters and telegrams in connection with the dismissal of the postmaster at Fletwode, Saskatchewan, and the changing of the location of the said post office, 577.

Mr. Robb.—For a copy of all papers, documents, correspondence, letters and telegrams relating to the dismissal of Jos. H. Lefebvre, postmaster at Howick station, county of Chateauguay, and the appointment of his successor, 577.

Mr. Sinclair.—For a copy of all agreements made and entered into between the Department of Marine and Fisheries or the government and railway and express companies, including the Intercolonial railway, relating to the transportation of fresh fish by fast freight or express, since the year 1906; also a copy of all guarantees given to railway and express companies by the government or any department thereof, relating to such transportation, together with a statement of all disbursements made by the Department of Marine and Fisheries each year under the terms of such agreements or guarantees, distinguishing between disbursements made on account of fast freight and disbursements made on account of express shipments; also the number of refrigerator cars, subject to guarantee, by Department of Marine and Fisheries, forwarded by fast freight from Mulgrave or Halifax to Montreal, each calendar year since 1906, and the number of tons of freight carried by such cars each year. Also number of refrigerator express cars forwarded from said points, Mulgrave and Halifax to Montreal, up to December 31, 1913, under the terms of an agreement made since 1911, between the Department of Marine and Fisheries and the railway or express companies or both. Also the num-

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ber of tons of fresh fish carried by express companies, prior to December 31, 1913, under the last mentioned agreement; and the amount paid up to December 31, 1913, by the Department of Marine and Fisheries, under the last mentioned agreement. Also the number of tons of fresh fish carried by express companies from Mulgrave and Halifax to points west since 1906, on which the government paid one third, but not under the terms of the said agreement made as aforesaid, since 1911, 577.

Mr. Sinclair.—For a copy of all letters, telegrams and correspondence of all kinds relating in any way to the applications for Fenian raid bounty in Guysborough, N.S., or relating to or touching in any way the claims of such applications, 577.

Mr. A. K. Maclean.—For a copy of all papers, documents, correspondence, etc., in connection with the dismissal of Mr. Hicks, of Bridgetown, N.S., from the customs service in 1913, 577.

Mr. A. K. Maclean.—For a copy of all tenders, contracts, documents, papers and correspondence in connection with tenders and contracts for the carriage of mails between Bridgetown and Port Lorne, Hampton and Parker's Cove, in 1912, 577.

Mr. A. K. Maclean.—For a copy of all papers, reports, documents, correspondence, plans, etc., in reference to a proposed government public building at Bear River, N.S., and the purchase of a site for the same, 577.

Mr. A. K. Maclean.—For a copy of all applications, documents, papers, correspondence, etc., in connection with the application of Edward Walker of New Ross, Lunenburg county, N.S., for the Fenian raid bounty, 577.

Mr. Oliver.—For a copy of all papers in connection with the disposition of the S.E. ¼ section 16, township 25, range 5, west fifth meridian, 577.

Mr. Neely.—For a return showing the number of binders, reapers, mowers, ploughs, seeders and cultivators exported from and imported to Canada, with their value respectively, in each of the years 1910, 1911, 1912 and 1913, 669.

Mr. Sinclair.—For a copy of all correspondence, telegrams and other papers to be found in the Department of the Naval Service in connection with the death and burial, at Montreal, of Joseph LeBlanc, a sailor on D.G.S. Canada, 669.

Mr. A. W. Chisholm.—For a copy of all papers, telegrams, correspondence and petitions in any way referring to the dismissal of the postmaster at Ainslie Glen, Inverness county, and the appointment of Neil McKinnon to said office, 663.

Mr. Oliver.—For a return showing reasons for the dismissal of Mr. Larivière, Dominion

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Lands agent at Grouard; the date of his appointment and of dismissal, and salary at time of dismissal, also the name of agent appointed in his place, with date of appointment and salary, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Gordon McDonald, homestead inspector in the Grouard Land agency, the date of his appointment and of dismissal, and salary at time of dismissal, also the name of inspector appointed in his place, with date of appointment and salary, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Mr. P. Tomkins, Dominion Lands agent at Grouard, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Mr. George McLeod, in charge of telegraph construction on telegraph line to Peace River; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the official appointed in his place, with date of appointment, salary and qualifications, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Mr. Webster, immigration agent at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the agent appointed in his place, with date of appointment, salary and qualifications, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Jacob Mohr, interpreter for the immigration agency at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the interpreter appointed in his place, with date of appointment, salary and qualifications, 670.

Mr. Oliver.—For a return showing reasons for the dismissal of Mr. Shinbine, caretaker of the immigration hall at Edmonton, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of caretaker appointed in his place, with date of appointment, salary and qualifications, 670.

Mr. Murphy.—For a return showing how many honorary appointments to military rank have been made by, or with the approval of, the present Minister of Militia and Defence since he assumed office, with the names of the persons so appointed, and the rank of each, 670.

Mr. Boyer.—For a return showing how many seigniories there are in the province of Quebec; their names and the amount paid to each of them as an indemnity by the government, after the adoption of the law of 1854; the value of each of the seigniories on which the consolidated funds were based, 670.

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—*Con.*

Mr. A. W. Chisholm.—For a copy of all correspondence, letters, telegrams, petitions and other documents in any way connected with the dismissal of the postmaster at Alexander, Inverness county, and the appointment of a successor, 670.

Mr. Sinclair.—For a copy of all telegrams, correspondence, instructions, recommendations and other documents that passed between the Shellfish Fishery Commission of 1913, and the Department of Marine and Fisheries, from the date of the appointment of said commission to December 31, 1913, excluding such documents as have been printed in the published report of said commission, 670.

Mr. Sinclair.—For a return showing the names, tonnage, port of registry and destination of all foreign vessels engaged in fishing, both sail and steam, that entered and cleared from the port of North Sydney during the year ending December 31, 1913, 670.

Mr. Macdonald.—For a copy of all papers, letters and documents of every kind relating to the dismissal of A. Michael Russell from the position of caretaker of the drill hall at Windsor, county of Hants, 670.

Mr. Macdonald.—For a copy of all papers, letters and documents of every kind relating to the dismissal of Albert McHefley from the position of postmaster at Shubenacadie, county of Hants, 670.

Mr. Macdonald.—For a copy of all papers, letters and documents of every kind relating to the dismissal of Thomas Nelson, from the position of the postmaster at Scotch village, county of Hants, 670.

Mr. Macdonald.—For a copy of all papers, letters and documents of every kind relating to the dismissal of C. Stewart McPhee from the position of postmaster at Enfield, county of Hants, 670.

Mr. Macdonald.—For a copy of all papers, letters and documents of every kind relating to the dismissal of John A. Roy from the position of postmaster at Maitland, county of Hants, 670.

Mr. J. J. Hughes.—For a return showing the amount paid by the government to complete the Elmira branch of the Prince Edward Island railway, after taking the work off the contractor's hands; also showing the amount paid by the government to complete any work whether paid by the day, month or year, with the time employed, the rate of wages and the nature of the work performed; also showing the quantity of material supplied by each individual or firm, and the amount paid to each individual or firm for such material, with the price of each article whether by the pound, the yard, the gallon or by count, and the quantity left over, if any; also showing the quantity of material supplied by the government, if any, with full details, and the value of such material, 670.

MOTIONS UNOPPOSED AND UNDISCUSSED

—*Con.*

- Mr. Macdonald.—For a copy of all papers, letters, telegrams, reports and other documents relative to the purchasing of land from Joseph Fraser, in connection with the works at Cariboo Island, Pictou county, in the Public Works Department, 670.
- Mr. Macdonald.—For a copy of all petitions, letters, telegrams and other papers relative to the establishment of rural mail delivery routes in the county of Pictou since January 1, 1912, together with the number of said routes, the carriers on each route, the tenders received in each case for the service, a copy of the correspondence in relation to said tenders and their acceptance, and the post offices closed or to be closed as the result of the establishment of said routes, 670.
- Mr. Macdonald.—For a copy of all correspondence, letters, telegrams, reports, appraisals, and other documents relative to the expropriation of the lands of John Campbell and Albert E. Milligan, in connection with the improvements on the East river at Pictou, 670.
- Mr. Macdonald.—For a copy of all correspondence, letters, telegrams, and other documents relative to the purchase for the Intercolonial railway of a quantity of coal in the United States, within the past few months, 670.
- Mr. Proulx.—For a return showing the total amount of the travelling expenses of the members of the government since their advent to power; the number of trips to other countries, Europe included, they have made; the names of the ministers who have travelled at the expense of the public treasury; the total amount so expended by each of the ministers who have so travelled; the objects of these visits, and how long they lasted, 671.
- Mr. L. P. Gauthier.—For a return showing the total amount of the travelling expenses of the members of the late government from the 1st January, 1897, to the 21st of September, 1911; the number of trips to other countries, Europe included, they have made; the names of the ministers who have travelled at the expense of the public treasury; the total amount so expended by each of the ministers who have so travelled; the objects of these visits, and how long they lasted, 671.
- Mr. Oliver.—For a copy of the Orders in Council directing action in the Manitoba courts regarding the surrender and sale of lands of the St. Peter's Indian reserve, and of all letters and papers of instruction *re* the conduct of the action to be instituted, and of all papers showing the terms of the surrender, the specific parcels of land sold, the conditions of sale, the purchasers of the same, and the prices paid; also a copy of all papers showing the reasons of the government for entering the action and the purposes which it proposes to attain by doing so, if successful, and what course it proposes to take if the action fails, 671.

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- Mr. Bourassa.—For a return showing the names of the postmasters who have been dismissed in the county of Lévis since the month of September, 1911; the number of dismissed postmasters since the month of September, 1911, who have been appointed in the place of the postmasters dismissed under the late administration, and the names of the postmasters who were dismissed under the late administration, 704.
- Mr. McCraney.—For a return showing how many towns in the province of Ontario have a population larger than the town of Chesley, South Riding of Bruce, which was 1,734, according to the last census, and how many of such towns are served by letter boxes on the street, 704.
- Mr. Sinclair.—For a return showing what was the local minimum rate of freight on small parcels on the Intercolonial railway prior to October 10, 1911, and also the present rate on the same, 704.
- Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department relating to the dismissal of Frederick Forster, sub-collector of customs at Kingsville, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor, 818.
- Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of the Postmaster General, relating to the dismissal of James H. Smart, postmaster at Kingsville, Ont., and if there was an investigation, the names of all witnesses and a copy of the evidence; and also of all papers connected with the appointment of his successor, 818.
- Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Ralph Harris, sub-collector of customs at Pelee island, Ont., and if there was an investigation, the names of all witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor, 818.
- Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Aylmer Orton, customs officer at Windsor, Ont., and if there was an investigation, the names of all witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor, 818-19.
- Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence,

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reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of Andrew Darragh, immigration officer at Windsor, Ont., and if there was an investigation, the names of all witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor, 819.

Mr. A. H. Clarke.—For a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of John Halstead, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor, 819.

Mr. Oliver.—For a copy of all papers necessary to convey full information as to the charter, outfit and instructions of the Karluk and auxiliary vessels; the names, rank, pay and terms of engagement of their officers and crews; and of all communications received from Mr. V. Stefansson, or any other person who has received such communication, written after the expedition sailed for the Arctic Ocean, 819.

Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence, pay rolls, vouchers and documents of all kinds connected in any way with repairs or extension of wharf at Finlay Point, Mabou, Inverness county, during the year 1910-1911, 819.

Mr. A. W. Chisholm.—For a copy of all correspondence, telegrams, tenders and documents connected in any way with the supplying of coal to the lobster hatchery at Margaree during the years 1910-1911, 1911-1912, 1912-1913, and 1913-1914, 819.

Mr. A. W. Chisholm.—For a copy of all telegrams, correspondence, petitions and documents of all kinds in any way referring to a drill shed or armoury to be built at the town of Inverness, Inverness county, Nova Scotia, 819.

Mr. A. W. Chisholm.—For a copy of all telegrams, correspondence and documents of all kinds in any way relating to the dismissal or suspension from duty of Dan. Cormier, an officer of the lifesaving station at Eastern harbour, Inverness county, Nova Scotia, 819.

Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence and documents of all kinds in any way relating to a lighthouse to be built at Red Cape, Margaree harbour, Inverness county, 819.

Mr. A. W. Chisholm.—For a copy of all letters, telegrams and correspondence of all kinds in any way relating to repairs required on the pier at Margaree harbour, Inverness county, received in 1912-1913 and 1913-1914, 819.

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Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence of all kinds, pay rolls, vouchers, in any way referring to the expenditure of moneys on sheer dams on the Margaree river, at Margaree and Northeast Margaree, during 1911-1912 and 1912-1913, 819.

Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence and petitions in any way advocating the expenditure of money on the following works, received during the years 1911-1912, 1912-1913 and 1913-1914: Closing of the northern entrance of Port Hood harbour; reconstruction of the public wharf at Port Hood; extension of wharf at Judique; opening of an artificial harbour at Troy Pond; the opening of a channel at Loch Ban, lake Ainslie; the opening of a channel at Inverness harbour; the repairs to the breakwater at Margaree harbour and the construction of breakwater or breakwaters to the west of the channel of the said harbour; the construction of a wharf at Dunvegan; the building of a wharf at Chimney Corner; the repairs to the boat harbour at Friar's Head; repairs and extension of the pier at St. Josephs; dredging of Grand Etang harbour; the construction of a pier at Chetiquamp Point, and the extension of the pier at Cap Rouge, 819.

Mr. Gauvreau.—For a copy of the pay-list, including the names and residences, of the men who have worked on the wharf to the west of Rivière-Verte, Témiscouata; the number of days' work of each of them; the amount of money received by each of them; who has or have signed the receipt or receipts for said amounts on said pay-list or otherwise, the whole for, (1c) 1912; (2c) 1913, 819.

Mr. Gauvreau.—For a copy of the pay-list, including the name and residences, of all those who have worked at the wharf of L'île Verte, county of Témiscouata; the number of days of employment of each of them; the amount received by each of them; who has or have signed the receipt or receipts for said amounts, in connection with the works which have been going on during the summer of 1912 and during the summer of 1913, 819.

Mr. Gauvreau.—For a copy of the pay-list, of all soldiers who were connected with the Lévis camp last summer, 1913; the names and residences of all the officers and soldiers who took part in that encampment; the number of days of camping of each of them; the amount received by each of them; the names of those who signed receipts on the pay-list for each of such amounts; and the amount of money paid for each military drill day for the soldiers, the lieutenants, the captains and the majors, respectively, 819.

Mr. Marci.—For a copy of any complaints made against John A. Campbell, postmaster of New Richmond, Quebec, and of all correspondence bearing on any change called for in that office, 819.

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Mr. Marcil.—For a copy of all documents bearing on the appointment and dismissal of Len V. Willett, as light keeper at Point Duthie, Quebec, and of the appointment of James Doddridge as his successor, as well as of those bearing on the contemplated removal of that light to main wharf, 819.

Mr. Marcil.—For a copy of the charges made against Mrs. Marguerite Fair, postmistress of Black Cape, Quebec, on which Mr. Louis Tache, of Rimouski, was authorized to hold an investigation, together with the report of said investigation, if any was held, 819.

Mr. Marcil.—For a copy of all documents bearing on the repairing and improvement of the Matapedia road in the counties of Rimouski and Bonaventure, 819.

Mr. Marcil.—For a copy of all documents bearing on the dismissal of the officer in charge of the Port Daniel West, Quebec, lobster hatchery, Edward Dea, and on the appointment of his successor, 819.

Mr. A. K. Maclean.—For a copy of all tenders, contracts, memoranda, pay rolls, accounts, vouchers, correspondence, papers and documents, etc., in connection with work performed upon the government wharf at Croft's Cove, Lunenburg county, in 1912, 819-20.

Mr. Knowles.—For a copy of all papers in connection with the sub-lands agency in Gravelburg, Saskatchewan, 820.

Mr. Knowles.—For a copy of all papers in connection with the public building at Gravelburg, from and since January 1, 1912, 820.

Mr. Knowles.—For a copy of all papers in connection with the employment of Arthur Dubisson as immigration agent at Gravelburg, Sask., and all papers in connection with the said Dubisson, showing the moneys paid to him and the work performed by him, 820.

Mr. Knowles.—For a copy of all papers in connection with the Immigration Hall at Gravelburg, Sask., from and since the 1st January, 1912, 820.

Mr. Knowles.—For a copy of all papers in connection with the S.W. 3, 23-16-12 W. 3 M., 820.

Mr. Knowles.—For a copy of all papers in connection with the N.E. 3, 22-11-5 W. 3 M., 820.

Mr. Seguin.—For a copy of all correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Jos. Seguin Archambault, as postmaster of the town of Terrebonne, and to the appointment of George Beausoleil, as his successor, 820.

Mr. Gauvreau.—For a copy of all papers, letters, telegrams, reports, deeds, fees paid to lawyers, and other documents relative to the purchasing of land from Mrs. C. F.

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Bertrand and Arthemise Dionne, in connection with the works on the southwest side of Rivière Verte, l'Islet, county of Temiscouata, 820.

Mr. Lemieux.—For a copy of all papers, correspondence, etc., in connection with the survey of Indian holding No. 130 A., situate on the Caughnawaga Indian reserve, Quebec, 820.

Mr. Bourassa.—For a return showing the name of the postmaster of the parish of St. Romuald, county of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation and the amount awarded to or claimed by each of them, 820.

Mr. Bourassa.—For a return showing the name of the postmaster of the parish of Notre Dame de Charny, county of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them, 820.

Mr. Bourassa.—For a return showing the name of the postmaster of the parish of St. Henri de Lauzon, county of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who re-

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commended the successor, names of the parties by whom the government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them, 820.

Mr. Bourassa.—For a return showing the name of the postmaster of the parish of Lambert, county of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the government was represented at such investigation, with a detailed statement of all accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them, 820.

Mr. Graham.—For a copy of all papers in any way relating to the tender, original contract, and amended contract of Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, Quebec, together with a copy of the advertisements for tenders, the specifications, the contract, the amended contract, reports of engineers, recommendations to Council, Orders in Council, letters, telegrams, minutes or reports of interviews, and of all other documents referring in any way to the said contract or the amendment thereof, 820.

Mr. Emmerson.—For a copy of all reports, requests, petitions, memorials, letters, telegrams and other correspondence and documents relating to the removal, suspension or dismissal, by the management of the intercolonial railway, of Warren Carter and Frederick Avard, employees in the freight department of the Intercolonial railway at Sackville, N.B., and of all letters, telegrams and other correspondence in the Department of Railways and Canals, or in the railway offices at Moncton, or in any department of the government, addressed to the Minister of Railways and Canals, or to any other member of the government, or to any official of the Department of Railways and Canals, or of the Intercolonial railway, by any person or persons in the county of Westmorland, N.B., in any manner relating to said employees and to the dispensing with their services, particularly of any letters sent to F. P. Brady, general superintendent of the Intercolonial, by any party or parties in Sackville, N.B., or elsewhere,

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and of all replies to any such letters, correspondence or documents, 820-21.

Mr. Bourassa.—For a copy of all documents, letters, petitions, telegrams and evidence heard, reports, etc., in connection with the claims of Eugene Demers and Joseph Olivier, of the parish of St. Nicholas, county of Lévis, for damages arising out of fires caused by the Intercolonial railway's locomotives and if investigations have been held, a copy of all evidence and documents relating thereto, 821.

Mr. Murphy.—For return showing the names, salaries and grades of the private secretaries of the members of the Liberal government on October 1, 1911; the names of the private secretaries employed from time to time by the members of the present government, and the salary and grade of each, 821.

Mr. Kyte.—For a return showing the increase in freight rates on live stock, including horses, carried over the Intercolonial railway, by the tariff effective May 1, 1913, as compared with the tariff effective April 15, 1909, for the following distances, respectively:

Over 5 and not over 10 miles.		
" 10	"	15
" 15	"	20
" 20	"	25
" 25	"	30
" 30	"	40
" 40	"	50
" 50	"	60
" 60	"	70
" 70	"	80
" 80	"	90
" 90	"	100
" 100	"	110
" 110	"	120
" 120	"	130
" 130	"	140
" 140	"	150
" 150	"	160

—821.

Mr. McCraney.—For a return showing how many towns in the province of Ontario have a population larger than the town of Chesley, south riding of Bruce, which was 1,734, according to the last census, and how many of such towns are served by letter boxes on the street, 895.

Mr. Sinclair.—For a copy of all telegrams and letters written or sent by G. A. R. Bowlings, of Sydney, N.S., Arthur McDonald, of Sherbrooke, N.S., and J. L. Hattie, of Caledonia, N.S., to the Department of Militia and Defence, or to the Minister of Militia, or any officer, relating to Fenian raid bounties, and also of all replies to such letters and telegrams, 895.

Mr. Boulay.—For a copy of all correspondence, investigations or other documents respecting the loss of a horse killed on the Intercolonial, on the 10th of September last, the property of Johnny Roy, of Amqui, 895.

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Mr. Graham.—For a copy of the contract with Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, and of all telegrams, letters and correspondence between the department and Mr. W. J. Press, mechanical engineer, or the chief engineer, with regard to change of the price of 85 cents per cubic yard for common excavation to the price of \$2.30 per cubic yard for frozen earth, 895-96.

Mr. J. J. Hughes.—For a copy of all charges, complaints, memorials, correspondence and telegrams not already brought down relating to officials in any department of the government since October 10, 1911, the number of officials dismissed, reports of investigation held in respect of such charges, items of expenditure and cost of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the province of Prince Edward Island, 896.

Mr. Demers.—For a copy of all documents, petitions, letters, telegrams, etc., exchanged between any one and the Post Office Department, in connection with the establishing of a rural mail service in the parish of Ste. Marguerite de Blairfindie, county of St. John and Iberville, and of all documents, letters and telegrams, etc., relating to the contracts for the conveyance of rural mail in said parish, 896.

Mr. Murphy.—For a return showing how many persons, since October, 10, 1911, have been appointed to positions in the inside Civil Service who had not passed the public competitive examination held by the Civil Service Commission in May and November of each year; and how many of such persons were appointed in each department, 1024.

Mr. Wm. Chisholm.—For a return showing how much money has been expended on public works in Antigonish county since October 11, 1911; of the amount so expended, how much was provided in the estimates for 1911-1912?

What amount was expended on public works in said county which was not included in the estimates for 1911-1912, 1024.

Mr. Macdonald.—For a return showing how many claims for Fenian Raid Bounties are still unpaid in Hants county, Nova Scotia, 1024.

Mr. McKenzie.—For a return showing the names and addresses of the persons who made application for the Fenian Raid Bounty, up to the end of the year 1913, from the counties of Cape Breton and Victoria, Nova Scotia; how many of them were paid, and what are their names and addresses; how many were rejected, and what are their names and addresses, and the reasons assigned in their case for such rejection; what are the names and addresses of all applicants whose applications have not yet been adjudicated upon by the Militia Department, and when will those applications be considered, 1024.

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Mr. Murphy.—For a return showing the total number of officials and employees in the Department of Public Printing and Stationery on February 1, 1914; and what increase in wages was granted to the several groups of employees during the year 1913, 1024

Mr. Ross.—For a copy of all letters, petitions, telegrams, evidence, reports, papers and documents, in the possession of the Post Office Department or any other department, relating to the dismissal of George Skates, Postmaster at Appin, Ontario; and if there was an investigation, the names of the investigator and witnesses, a copy of the evidence and of letters, papers, petitions recommendations and other documents connected with appointment of Mr. Skates' successor, 1024.

Mr. Kyte.—For a copy of all correspondence, letters, telegrams, memorials, petitions, &c., relating to the sale or transfer of the Indian reserve at Sydney, N.S., and the removal of the Indians therefrom, 1024.

Mr. Kyte.—For a copy of all correspondence, letters, telegrams, recommendations and complaints since the 10th day of October, 1911, relative to the employment of H. G. Stanton as resident engineer of the St. Peters Canal, 1024.

Mr. Emmerson.—For a return showing the total earnings of the Intercolonial railway on division 3 in connection with passenger traffic for the calendar years 1910, 1911, 1912 and 1913 respectively, and the monthly passenger traffic earnings for each of the said years; the total expenses or expenditures connected with the said passenger traffic on said division during the said years respectively; together with a statement showing the monthly passenger traffic expenses or expenditures connected with said passenger traffic for each of the months during the said years; and showing, in addition, the loss and surplus for each of said years and the months thereof respectively, in connection with the passenger traffic on said division 3 between St. John and Halifax; also a statement of the revenue and expenditures on the transactions connected with said passenger traffic over said division during the month of December, 1913, and January, 1914, separately; and also a statement showing the gross passenger earnings for December, 1912, and January, 1914, respectively, and the gross expenditures with the passenger traffic for the said months respectively together with a copy of all reports, returns, letters and correspondence relating to the earnings, expenditures or losses or surpluses on said division either in connection with freight or passenger traffic, 1024.

Mr. Graham.—For a copy of the report of Geo. S. Hodgins, of New York, regarding the Transcona shops of the Transcontinental railway, dated June 10, 1912, 1024.

Mr. Graham.—For a copy of all correspondence between the National Transcontinen-

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tal Railway Commissioner and the Minister of Railways, and between the National Transcontinental Railway Commissioner and the Canadian Pacific railway regarding the Joint Terminals at Quebec; also a copy of the Order in Council regarding Joint Terminals at Quebec, and for the final agreement regarding same, 1024.

Mr. Carvell.—For a copy of all letters, telegrams, correspondence, leases and other documents relating to the cutting of lumber by Mr. B. F. Smith from the so-called Tobique Indian Reserve, in the province of New Brunswick, and of all recommendations with reference thereto, made by the Indian agent for that portion of the province, or any other official of the department in the said province; together with a statement of the lumber cut by said Smith from said reserve, with the rates of stumpage charged and amounts paid since January 1, 1912, 1024.

Mr. Graham.—For a copy of all correspondence in connection with the appointing of Messrs. Lynch-Staunton and Gutelius as recommissioners to investigate the cost of construction of the eastern division of the National Transcontinental railway, and also of the Order in Council appointing them, 1024-25.

Mr. Carvell.—For a copy of all letters, telegrams, correspondence, contracts and documents relating to the surrender of a contract for dredging in Miramichi bay, N.B., by Messrs. A. and R. Loggie, and also with reference to the letting of a contract for the same, or any portion of said work, to the Northern Dredging Company; together with a copy of all notices for tenders, tenders and contracts in connection therewith, 1025.

Mr. Emmerson.—For a return showing the expenditures by the Intercolonial railway in connection with all the inquiries and investigations held by H. P. Duchemin, concerning any and all employees of the Department of Railways and Canals, or of the Intercolonial railway for any cause whatever, and relating to any complaints or charges, or to any matter of whatsoever nature, giving in detail the items of all accounts or bills of or payments to the said H. P. Duchemin in connection with same, during the years 1912, 1913, and for the year 1914 to date; together with a statement showing the total amounts paid in each specified investigation and the total paid in each year, for the whole period to the said H. P. Duchemin, 1025.

Mr. Macdonald.—For a copy of all letters, papers, plans, correspondence, memoranda and other documents relative to the shortening of distance on the Intercolonial railway between Pictou and Port Mulgrave, and to the construction of a new bridge at Pictou in connection therewith, 1025.

Mr. Macdonald.—For a copy of all letters, papers and other documents relating to the

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payments made at Skinner's Cove, Pictou county, for purchase of land or other rights in the year 1913, 1025.

Mr. Boulay.—For a copy of the report of George Lafontaine, received by the Department of Agriculture during the present fiscal year, relating to the manufacture of chemical manure, 1025.

Sir Wilfrid Laurier.—For a copy of all correspondence between the Minister of Railways or the Transcontinental Railway Commission and the Quebec Harbour Commission, with regard to the construction by the said harbour commission of a line of railway to connect the said Transcontinental railway from Champlain Market with the proposed Union station at the Palais, and of all contracts by the said harbour commission towards that end, 1025.

Sir Wilfrid Laurier.—For a copy of all agreements between the Transcontinental Railway Commission and the Canadian Northern railway for the use of the line of the said company by the trains of the Transcontinental railway from Cap Rouge to the shops of St. Malo, 1025.

Mr. A. K. Maclean.—For a return showing the number of cattle exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913, 1025.

Mr. A. K. Maclean.—For a return showing the quantities and varieties of fish exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913, 1025.

Mr. Emmerson.—For a copy of all proposals, offers, agreements, reports, estimates, letters, telegrams, and all other communications and documents in the possession of the Department of Railways or of the Prime Minister or of any other member of the government, filed with the Minister of Railways and Canals, or in his department, or in any department of the government, since the 20th day of January, 1913, and not already furnished, relating to or in any manner appertaining to the question or proposal of acquiring any, or all, or any one of the lines of the railways connecting with the Intercolonial railway along its line, or proposed to be connected therewith, and serving or to serve, as a feeder or feeders of said railway, either by lease, purchase or otherwise; also of all proposals, offers, requests, applications, petitions, memorials and other documents, and of all letters, telegrams and other communications and correspondence relating to or in any manner appertaining to the acquisition by any railway privileges, or the securing of a leasehold or other company of running rights, so called, or other interest involving the rights by any railway

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company to operate its trains over the rails of the Intercolonial railway; together with a copy of all answers, letters, telegrams, correspondence and reports relating thereto, on the files of the Department of Railways and Canals or of the Prime Minister, or of any department of the government, since January 20, 1913, and not already furnished, 1025.

Mr. Macdonald.—Return showing number of claims for Fenian raid bounties still unpaid in Hants county, N.S., 1025.

Mr. Kyte.—For a copy of all correspondence, recommendations, etc., relating to the appointment of Allan Morris, St. Peter's, N.S., as inspector of dwellings erected on Gregory Island, Richmond county, N.S., in 1912-1913, and of all accounts, charges, vouchers, etc., rendered to the Department of Marine and Fisheries by the said Allan Morris as such inspector, 1025.

Mr. Macdonald.—For a copy of all letters, papers, telegrams, valuations, appraisals and other documents relative to the obtaining of a site for a public building at Hantsport, Nova Scotia, 1025.

Mr. Macdonald.—For a return showing all smelt fishing licenses issued in the county of Pictou during the past season, and of all correspondence in reference to the same, 1025.

Mr. Graham.—For a copy of the assignment of M. P. and J. T. Davis in September, 1909, of contracts numbers 16 and 17 on the National Transcontinental railway to O'Brien, Fowler and McDougall, and of the Transcontinental Commissioners' approval thereof, in the said month of September, 1909, 1025.

Mr. Turriff.—For a copy of all irrigation leases issued since 1st of October, 1911, 1219.

Mr. Turriff.—For a copy of all letters, telegrams or other correspondence in connection with seizure of eleven (11) horses belonging to Mr. John M. Ferguson, Kaleida, Manitoba, on or about the 28th day of March, 1912, 1219.

Mr. Middlebro.—For a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing dominions and of foreign countries possessing a federal system of government:

1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
2. As to the term of appointment, whether for life or for a term of years, or otherwise.
3. As to re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.

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4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.

5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.

6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower Houses.

7. As to the operation of the various systems in the several dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.

8. All other relevant information respecting the constitution and status of such Upper Chambers, 1219.

Mr. Ross.—For a copy of all letters, petitions, telegrams, evidence, reports, papers and documents in the possession of the Post Office Department, or any other department, relating to the dismissal of Samuel Dickson, postmaster, at Seaforth, Ontario, and if there was an investigation, the names of the investigator and witnesses, with a copy of the evidence; and of all letters, papers, petitions, recommendations or other documents connected with the appointment of Mr. Dickson's successor, 1219.

Mr. J. J. Hughes.—For a copy of all correspondence, papers, documents, evidence, reports, telegrams, etc., relating to the dismissal of John A. L. McLellan, late light-keeper at Fish Island, Prince Edward Island, 1219.

Mr. Neely.—For a copy of all rules, orders and regulations, etc., affecting the handling of grain made by the Grain Commission to date, and of any changes made in elevator charges and terms, if any, 1219.

Mr. Neely.—For a return showing: (1) The quantities of wheat, by grade, received into the terminal elevators at Port William and Port Arthur, from the date of the weight-up in 1910 to date of weight-up in 1911, the same for 1911-1912, and the same for 1912-1913; (2) the quantities by grade, delivered by each of the said elevators during the same periods; (3) the average or shortage, as the case may be, of each grade in each of the said elevators, as shown by the said weight-up in each of those above mentioned periods; (4) the date of the weight-up in each case, 1219.

Mr. C. A. Wilson.—For a return showing all the buildings, houses, offices and immovables, occupied by the federal government in Montreal, for the use of the various departments and services of each branch of the administration, together with the following information in each case: For what department and for what service; where situated, street and number thereof; whether government property or under lease; in the latter case, the length of the lease, the rent per annum and also the other charges that may be imposed upon the government, 1219-20.

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Mr. Turgeon.—For a return showing the freight rates on flour, hay, oats, lumber and firewood per 100 pounds or per ton, between Bathurst, N.B., and Nepisiguit junction, Red Pine, Bartibogue, Beaver Brook, and between Bathurst, Beresford, Petit Rocher and Belledune, before the changes made in August, 1913, and the freight rates on the same articles, between the same points, under the new schedule of rates, 1333.

Mr. Turgeon.—For a return showing the freight rates under the old tariff of the Intercolonial railway per 100 pounds or per ton, on fresh, dried and cured fish, molasses, coal oil, nails, hardware and anthracite coal from Gloucester junction and Bathurst station to and from St. John, and the present rates for the same articles between the same points, 1333.

Mr. Marcil.—For a return showing how much money has been expended in public works in the counties of Rimouski and Gaspé, respectively, since October 11, 1911; of the money so expended, how much of it was provided for in the estimates of 1911-12; and what amount was expended on the works for which money was not included in the estimates of 1911-12, 1333.

Mr. Law.—For a return showing what was the amount of timber used and the price paid for same in renewing and repairing the wharf at Port Clyde, Shelburne county, N.S.; what was the amount of wages paid on same, and to whom; and what was the number and price of ballast poles used in the above work, 1333.

Mr. Lemieux.—For a copy of all papers, evidence, etc., in connection with the investigation held by the Department of Marine and Fisheries against the light keeper of Cape Cove, county of Gaspé, in 1911, 1333.

Mr. Law.—For a copy of all correspondence, letters, telegrams and documents in connection with the removal of ice in Yarmouth harbour, N.S., by C.G.S. Stanley in February, 1914, 1333.

Mr. Boulay.—For a return showing the total revenue of the Intercolonial railway during the fiscal year 1912-1913, and the revenue from Campbellton and all stations east of Campbellton, and from those west thereof as far as Halifax, on the main line, including the branches east of Campbellton, Prince Edward Island railway excluded, 1333.

Mr. Proulx.—For a return showing how many persons have been appointed to the inside service of the Post Office Department by the present government, with the names of the appointees, the grade each of them was appointed to, and the salary in each case; how many of these appointees passed the Civil Service examination, and how many did not do so, with the names in each case, 1333.

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Mr. Marcile.—For a copy of all correspondence, telegrams, petitions, recommendations and other documents relating to the establishment of the rural mail service in the parish of St. Theodore-d'Acton, 1333.

Mr. McKenzie.—For a return showing how much money was expended on repairs to the Englishtown wharf, county of Victoria, in the summer of 1913; how much on labour and how much on material, respectively; who the foreman was, by whom he was recommended, and his rate of wages per day; how many days he was employed as foreman; how many men he had working for him on the wharf each day, and the wages paid each man; from whom the material was purchased, of what it consisted, and the price paid per foot; who the paymaster was on this work, and when the men were paid; when the work was begun and when completed, 1333.

Mr. McKenzie.—For a return showing how much money was expended on the repairs to the wharf at South Gut, Victoria county, during the summer of 1913; how much on labour and how much on material, respectively; who the foreman was, by whom recommended, and his rate of wages per day; how many days he was employed as foreman; how many men he had working for him on the wharf each day, and the wages paid each man; how much was paid for material for the repairs, and where it was obtained; from whom the material was purchased, what the nature of it was, and the price paid per foot; who the paymaster was on this work and when the men were paid, 1333.

Mr. Boivin.—For a return showing how many employees of the federal government of Canada, including all services and all departments, have been dismissed from October 10, 1911, to the present date; how many have resigned; how many have deserted the service; how many deserters have been punished; how many new employees have been engaged or appointed by the present government during the same period, 1333.

Mr. Lemieux.—For a copy of the application, correspondence and papers generally concerning mail lock patent No. 151043, 1333.

Mr. Lemieux.—For a copy of all correspondence, telegrams and papers generally concerning the increased railway mail subsidy recently agreed upon by the Postmaster General and the various railway companies, 1333.

Mr. Lemieux.—For a copy of all papers, correspondence and telegrams concerning the deportation of Bhwagan Singh, a Sikh priest, in defiance of a writ of habeas corpus, 1333.

Mr. Pardee.—For a copy of all correspondence and other documents in connection with the letting of the construction for the Toronto harbour works, 1333.

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Mr. Sinclair.—For a copy of all correspondence, telegrams, petitions, Orders in Council, and other papers and documents, relating to subventions or assistance given, or to be given, by the Department of Marine and Fisheries or the Department of Agriculture to firms or joint stock companies, or persons operating cold storage plants for the preservation of fish products in Nova Scotia during the years 1908, 1909, 1910, 1911, 1912 and 1913, excluding such correspondence, etc., as relates to companies known as Fishermen's Bait Association, 1333.

Mr. Fortier.—For a copy of all correspondence, letters, telegrams, notes, requests, etc., addressed to the department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, county of Lotbinière, since the 21st of September, 1911, to date, 1436.

Mr. J. J. Hughes.—For a copy of all letters, telegrams and other documents relating to the dismissal of Alexander McRae, light-house keeper at Point Prim, Prince Edward Island, and the appointment of his successor, 1436.

Mr. Sinclair.—For a copy of all correspondence since October, 1911, between the Government of Canada, represented by the Department of Marine and Fisheries, of the one part, and the Government of the United Kingdom, the Government of the United States, or any other government, of the other part, relating to steam trawling in Atlantic waters, 1436.

Mr. Graham.—For a copy of the petition, recommendations and other correspondence relating to the change in the location of the post office at Mount St. Patrick in South Renfrew, and the dismissal of the postmaster, 1436.

Mr. Burnham.—For a copy of all correspondence, reports, evidence taken, and of all other papers in the possession of the Minister of Railways and Canals, relating to the investigation recently held by Mr. Ferguson, M.L.A., concerning the affairs of the Trent Valley Canal, 1436.

Mr. Buchanan.—For a copy of all papers and correspondence in the Department of Customs regarding the entry of a boring mill at Lethbridge, Alberta, shipped in August, 1913, by John Stirk and Company, and billed to the Lethbridge Iron Works, 1436.

Mr. A. K. Maclean.—For a copy of all papers, documents, correspondence, etc., from any person or persons in connection with the purchase of the site for the post office at Canning, N.S., 1436.

Mr. Kay.—For a copy of all letters, telegrams, reports, and other correspondence, in possession of the Department of Militia and Defence, relating to the purchase of land in Farnham, Quebec, for a military camp ground, 1436.

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Mr. Boivin.—For a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Geo. J. Ryan and Charles Hamlin from the Canadian Customs service at Newport, Vermont, and of the appointment of Chas. A. Boright and Frank S. Baker to the said positions, 1436.

Mr. Sevigny.—For a copy of all correspondence, letters, telegrams, petitions and other documents relating to the claim of the Bonaaventure and Gloucester Interprovincial Company, Limited, in connection with a wharf on Bonaventure river, Bonaventure county, 1436.

Mr. A. K. Maclean.—For a copy of all papers, documents, Orders in Council, correspondence, etc., in reference to the suspension of Mr. Joseph McGillis of the Department of Customs, Ottawa, 1436.

Mr. Sinclair.—For a copy of all letters, telegrams, petitions, notes of evidence, charges, if any, and other papers and documents relating to the dismissal of Christian L. Ehler, postmaster at Queensport, N.S., and of all correspondence, petitions and other papers and documents relating to the appointment of his successor, with a detailed statement of the expenses of the said investigation, if any, 1436.

Mr. Lemieux.—For a return showing the details as to the nature of the work concerning the damming of the Chateauguay river, the number of men employed, their names, the wages paid in each case and the period of their employment during the calendar year 1913, 1436.

Mr. J. J. Hughes.—For a return showing how many professors, lecturers and inspectors the Department of Agriculture has in the province of Prince Edward Island; their names, the salaries they receive, and the travelling expenses of each; the duties of these professors, lecturers and inspectors; how many meetings were held or demonstrations given by each of these professors, lecturers and inspectors during the months of March, April, June, July, August, September and October last year; where each meeting was held or demonstration given, and how each was advertised; how many boxes, baskets and barrels of fruit were inspected last season, and the kinds of fruit so inspected; when and where the inspection took place and how many boxes, baskets and barrels were found to be improperly of falsely marked; whether the department received a resolution or petition from the Fruit Growers' Association of Prince Edward Island; if so, what prayer or request the said resolution or petition contained, and what the department has decided to do in regard to the matter; how many cheese and butter factories were operated in each of the counties of Prince Edward Island in the year 1910 and how many in the year 1913, 1436.

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Mr. A. K. Maclean.—For a return showing how much money was spent upon Kingsport pier, Kings county, N.S., during the year 1913; the name of the foreman or commissioner, by whom he was recommended, and the remuneration paid to him; how much lumber was purchased and used for said pier, from whom it was purchased, and the particulars of the prices paid therefor; what was done with the lumber or piling taken out of said pier, and if the same was sold, to whom and at what price, 1436.

Mr. A. K. Maclean.—For a return showing how much money was spent upon Hall's Harbour wharf, Kings county, N.S., in 1913; the name of the commissioner or foreman, by whom he was recommended, and his remuneration; how much lumber was used upon said wharf during 1913, from whom the same was purchased, and the price paid for the various forms thereof, 1437.

Mr. Tobin.—For a return showing how many acres of public land have been given to railway companies in the Dominion of Canada by the federal government from 1878 to the present time; how many acres were granted in each year during the above period of time, 1437.

Mr. Seigny.—For a return showing the amounts of money expended by this government in the county of Portneuf from the 1st of July, 1896, to the 21st September, 1911; the nature of the work done in each parish; what year such work was executed, and what amount was expended in each case, 1437.

Mr. W. Chisholm.—For a return showing the names and post office addresses of all parties from the county of Antigonish, N.S., who have applied to the Department of Militia and Defence for a bounty under the Fenian Raid Volunteer Act, indicating the date on which each application was received, the names of the parties to whom such bounty has been paid, date of payments, and also names of those parties to whom the bounty has not been paid, with the reason, if any, for non-payment thereof, 1437.

Mr. Sinclair.—For a return showing whether Christian L. Ehler, postmaster at Queensport, N.S., has been dismissed; if so, when; and if the charges against this postmaster were in writing, by whom the said charges were signed; what the charges were; who conducted the investigation, if any; whether the investigation took place after the dismissal or before; whether the commissioner recommended the dismissal of this postmaster; the names of the witnesses examined; the expense of the investigation in detail; whether the Postmaster General is of the opinion that the evidence taken at the investigation justified this dismissal, 1606.

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Mr. J. J. Hughes.—For a return showing how many colonels, honorary colonels, lieutenant-colonels, honorary lieutenant-colonels and other officers, honorary and otherwise, have been appointed by the Minister of Militia and Defence from October, 1911, to the present time, 1606.

Mr. Carvell.—For a return showing what firms or persons are or have been engaged in dredging for the government in the harbour of St. John and upon the St. John river and its tributaries since October 1, 1911; what amount has been paid to each firm or person for this work from October 1, 1911, to the present time; who the officers, president, manager and secretary of each of these corporations are, 1606.

Mr. Carvell.—For a return showing what tug boats, steam or gasolene tenders, have been employed by the government since September 21, 1911, in connection with the dredging operations in St. John harbour and in the river St. John and its tributaries; who the registered owners of these boats are and from whom is each hired; the sum paid per day for each tug boat or tender and how many days each has worked in the period referred to; what amount of money has been paid for the service of each boat in the period referred to and to whom it has been paid, 1606.

Mr. Bourassa.—For a return showing whether Louis Philippe Thibault, Alphonse Poirier, J. A. Morin, C. F. Rioux, Thomas Thibault and Adjutor Demers, of Lévis, have been appointed to positions under the control of the Postmaster General of Canada; if so, to what positions they have been appointed, what their duties are, when they were appointed and their salaries, respectively; the names of the officers who have been dismissed and replaced by the above; the total amount of the annual salaries of said dismissed officers, 1606.

Mr. Wm. Chisholm.—For a copy of all recommendations, protests, petitions, and representations received by the government or any department or minister thereof, regarding the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto, 1695.

Mr. Kyte.—For a copy of all correspondence, letters, telegrams, etc., in the year 1913, relating to the carrying of the mails between Grand River falls and Grand river, county of Richmond, and the awarding of the contract to Malcolm McCuspic, 1695.

Mr. Law.—For a copy of all telegrams, letters and correspondence in connection with the dismissal of Charles S. Melanson, postmaster of Corberrie, Digby county, N.S., 1695.

Mr. Boivin.—For a copy of all charges, correspondence, letters, petitions, telegrams and other documents relating to the dismissal of Mr. Geo. F. Payne, postmaster at

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- Grandby, Shefford county, Quebec, and of the appointment of his successor, Mr. J. L. Dozois, and also of the transfer of the said office from the one to the other, together with a copy of the evidence taken at all investigations held in connection with the said dismissal, appointment and transfer and of the report of said investigations, 1695.
- Mr. Macdonald.—For a copy of all papers, letters and other documents, including pay lists, relating to the expenditure of moneys by the Public Works Department on Falmouth Township dyke, Hants county, in 1913, 1695.
- Mr. Kyte.—For a copy of all accounts vouchers, pay rolls, instructions, correspondence and recommendations relating to the expenditure on the public building at Arichat, N.S., since the 11th day of October, 1911, 1695-96.
- Mr. Kyte.—For a copy of all accounts vouchers, pay rolls, instructions, correspondence and recommendations relating to the expenditure on the public building at Arichat N.S., since the 11th day of October, 1911, 1695-96.
- Mr. McKenzie.—For a copy of all correspondence between the Department of Marine and Fisheries and persons and corporations engaged in the fishing industry in Canada, in respect to the establishment of cold storage stations on the sea coast of Canada for the purpose of collecting and preserving bait, 1696.
- Sir Wilfrid Laurier.—For a copy of all contracts by the Department of Railways or the Transcontinental Railway Commission with the Canadian Pacific Railway Company with regard to the establishment of a joint station at the Palais, city of Quebec, and of all correspondence with regard to the same, 1696.
- Mr. Carvell.—For a copy of all transfers of lands by the Militia Department to the Harbour Commissioners of Montreal, and of all correspondence with regard to the same, 1696.
- Mr. Wm. Chisholm.—For a return showing all payments made in the year 1913 in connection with repairs done to, or moneys expended on, the blue rock breakwater in Antigonish county, with the names of the persons to whom such payments were made, the amount paid to each, and what such amounts were for, 1696.
- Mr. Wm. Chisholm.—For a copy of all letters, telegrams, correspondence, reports, petitions and communications filed in the Department of Public Works since 1910, relating to the dredging of Antigonish harbour, or the straightening or widening of the channel, or other improvements proposed to be made there, 1696.
- Mr. A. W. Chisholm.—For a copy of all correspondence, letters, telegrams, complaints

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- and of all other documents in any way referring to the operation of the salmon hatchery at North East Margaree, and the fish pond at Margaree harbour from 1911 to date, 1696.
- Mr. A. W. Chisholm.—For a copy of all correspondence, tenders, telegrams, letters and complaints in any way referring to the supplying of coal for the lobster hatchery at Margaree harbour, 1696.
- Mr. A. W. Chisholm.—For a copy of all correspondence, tenders, telegrams, complaints and of all other documents in any way referring to the collecting of spawn for the Margaree lobster hatchery during the years 1911-12, 1912-13 and 1914, 1696.
- Mr. Marcil.—For a copy of instruction sent to Mr. Wm. Flynn, advocate, to hold investigations into charges made against employees of the Department of Marine and Fisheries in Bonaventure county, and reports made by him in such investigations, 1696.
- Mr. Kyte.—For a copy of all memoranda, instructions and authorizations issued by the Minister of Railways and Canals since October 11, 1911, relating to the eliminating of the present grades and replacing the light bridges with heavier steel structures on the Intercolonial railway; and of all memoranda, recommendations and reports made by Mr. F. P. Gutelius or the Board of Management of the Intercolonial railway thereon, 1696.
- Mr. Nesbitt.—For a return showing: (1) whether the Postmaster General has given a contract for rural parcel boxes, and, if so, to whom; (2) whether tenders for the boxes were asked; (3) from whom tenders were received; (4) the price, if any, of the different tenders; (5) how many boxes were ordered, and at what price; (6) whether the Postmaster General, since he came into office, has made a contract for rural mail boxes, and if so, when; (7) the amount of the contract; (8) who the tenderers were and the price of the different tenders, if any; (9) who received the contract, and the price paid per box; (10) how many boxes, if any, were ordered, 1696.
- Mr. Lamarche.—For a copy of all petitions dated the 9th of July, 1911, signed by Etienne Barre, Joseph Trudeau, and others, taxpayers of the municipality of Chambly Basin, and addressed to the Minister of Justice, together with a copy of all documents and vouchers attached to said petition, and of all correspondence and other documents relating thereto, 1696.
- Mr. A. W. Chisholm.—For a return showing how many mail contracts have been cancelled in the county of Inverness from September, 1911, up to date; the route of each contract, the name of the contractor, and the amount of each contract; and for what reasons the several contracts were cancelled, 1819.

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Mr. Douglas.—For a return showing how many pure-bred stallions and bulls have been purchased by the Department of Agriculture for the use of settlers in the province of Manitoba, since the first January, 1912, to date; where these stallions were purchased and from whom; and what was paid for these animals respectively, 1919.

Mr. Douglas.—For a return showing how many pure-bred stallions and bulls have been purchased by the Department of Agriculture for the use of settlers in the provinces of Manitoba, Saskatchewan and Alberta, since the first January, 1912, to date; where these animals were purchased, and from whom; and also the price paid for them respectively, 1919.

Mr. Turgeon.—For a return showing: How many engineers or assistants have been employed by the Intercolonial railway in connection with the engineering staff of that railway since February 1, 1914; their names and ages, and at what salary respectively, whether they are all British subjects and whether any of them were formerly and recently in the employ of the Canadian Pacific Railway Company, 1917.

Mr. Emmerson.—For a return showing: How many engineers are in the employ of the Intercolonial railway at Moncton, and at other points on that railway, and their names; how many were formerly in the employ of the Canadian Pacific Railway Company; whether Martin Murphy, C.E., is employed in the service of that railway; if so, when he was employed and his age, 1917.

Mr. Paquet.—For a return showing: The names of the wharfingers at Coteau Landing from 1900 to 1914; the names of the vessels which moored there during that period; what wharfrage each of those vessels paid during that time; what wharfrage a coaler paid for unloading between 1900 and 1912, 1917.

Mr. Proulx.—For a return showing: What investigations and other work have been entrusted by the government, or any department thereof, to G. Howard Ferguson, member for the electoral division of the county of Grenville in the Legislative Assembly, of the province of Ontario; how much the said G. Howard Ferguson has been paid by the government, or any department thereof, for fees and disbursements since the 21st September, 1911, and how much is still due and owing to him; how much has been paid to the said G. Howard Ferguson by the government, or any department thereof, since the 21st September, 1911, in connection with any other matter whatever, 1917.

Mr. Ernest Lapointe.—For a return showing: The names of the lawyers who represented the Department of Justice, in the district of Quebec, since the 21st of September, 1911, and the amount of money paid to each of them, 1917.

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Mr. A. K. Maclean.—For a return showing: How many additional employees have been added to the Customs Department in the city of Halifax, since October 10, 1911; their names and salaries at the time of their appointments, their respective salaries at present, and their respective ages at the time of appointment; whether all of them passed the necessary Civil Service examinations for the Customs service; how many temporary clerks there are upon the said Customs staff, who they are, and the dates of their appointment, 1917.

Mr. Sevigny.—For a copy of all plans and profiles designed by the engineers, in connection with the intended construction of the Transcontinental railway from a point called Ste. Claire, county of Dorchester, between the twentieth and thirtieth miles, east of the Quebec bridge, going through the parishes of St. Malachie, Standon, Cranbourne, Ste. Germaine and Ste. Justine, passing through the townships of Panet, Rolette and Valois, towards Ste. Perpetue, on the 105th mile east of the Quebec bridge, and of all the information and reports on the nature of land, timber and minerals of the places through which the engineers have been, showing also how much the railway would have cost per mile had it been built in that part of the country, 1917.

Mr. Boulay.—For a copy of all evidence of the investigation in the case of F. Pedley, ex-Deputy Superintendent General of Indian Affairs at Ottawa, 1917.

Mr. Nesbitt.—For a copy of all specifications and of all tenders pertaining to the Brantford public building now being erected, and of the contract awarded, and of all correspondence, whether by letter or telegram, with reference thereto, 1917.

Mr. Robidoux.—For a copy of all correspondence, documents, recommendations and reports respecting the dredging at Port Elgin, Westmorland county, N.B., with the names of men employed to perform that work, their salaries, respectively, and the amount of money spent on the same from January 1, 1901, to January 1, 1914, 1917.

Mr. Emmerson.—For a return showing the names of the successful contractors, with the particulars of their schedule prices respectively, on the contracts awarded by the Intercolonial railway from the work of double tracking from Chaudière curve to St. Romuald, Quebec, and the division line from Nelson to Derby junction, New Brunswick, and the division or spur line from North Sydney to Leitch's creek, Nova Scotia, with a copy of the reports, correspondence and recommendations relating to the awarding of said tenders or contracts respectively, and also showing the estimate of cost of said works respectively? 1917.

Mr. Emmerson.—For a return showing in detail the expenses and cost of an inquiry or investigation held by Commissioner Adair, under authority of the Department of Railways and Canals, into the names of the

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electrical branch of the Intercolonial railway at Moncton, and the conduct of John W. Gaskin, and others, in relation to their services in said branch or otherwise, held during the year 1912; together with the names of the commissioner, the agents, attorneys, counsel, constables, police officers, detectives, witnesses or other persons in connection with said inquiry; the number of days consumed and paid for in the conduct thereof, and the services rendered by each person in connection therewith; and a detailed statement of the sum or sums of money paid to each party therefor, at what rate and the amounts paid to each witness sworn and in attendance or otherwise, together with a copy of all bills, claims or accounts rendered in connection with said inquiry, and of all vouchers for money paid, by whom paid and to whom; with a copy of all letters or other correspondence relating to the appointment of a commissioner and of counsel to be engaged or other officers employed, and relating to the compensation to be paid for services, and in connection with any of said bills, accounts, payments and vouchers, with a statement or summary of the total cost of witness fees allowed and paid them, and the cases in which their time respectively was not allowed them while absent to give evidence, and the cases to which such time was allowed and no deduction made from their wages or salaries for the period of their absence in attendance at such inquiry as such witnesses respectively, 1917.

Mr. Wm. Chisholm.—For a copy of all petitions, correspondence, engineers reports of survey and of all other reports on file, referring to a proposed diversion of the Intercolonial railway from, at or near Linwood station, through the districts of Linwood, Cape Jack and the village of Harbour au Bouche; and more particularly of the petitions and reports relating to such diversion filed in or about the years 1887 and 1891, 1917-18.

Mr. Pardee.—For a return showing the rates of interest paid on all Dominion loans from 1890 to 1914, 1918.

Mr. Wm. Chisholm.—For a copy of the reports made by Colin F. McKinnon, of Taylor's road, Antigonish county, Frank A. McEchen, of Inverness, N.S., John A. McDougall of Glace Bay, C.B., J. M. McDonald of Christmas Island, C.B., William Watkins of Couburg road, Halifax, S. P. Fream, of Brighton, Digby county, and J. J. Walker of Truro, N.S., special immigration agents appointed from the province of Nova Scotia, 1918.

Mr. Arthurs.—For a copy of all letters, telegrams and other documents in connection with the sale of any timber on Parry Island, Parry Sound district, and of advertisements, agreements for purchase and any other documents connected with such sale or grant of timber to any person or persons, 1918.

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Mr. Law.—For a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Bank of Yarmouth, and of all papers and documents relating to the winding up of the business of the said bank, 1918.

Mr. Macdonald.—For a copy of all letters, papers and other documents relative to the purchase of a lot of land in the town of Stellarton, for a public building, 1918.

Mr. Macdonald.—For a copy of all papers, telegrams, letters and other documents, relating to the purchase of a site for a public building in Hantsport, county of Hants, 1918.

Mr. McKenzie.—For a copy of all correspondence received by the government since October 1, 1911, to date, from John M. Cormick, of Sydney Mines, N.S., in reference to the following matters, in the riding of North Cape Breton and Victoria:—Railway extension into the riding of North Cape Breton and Victoria; the opening of the harbour at Dingwall, Aspey Bay, C.B.; the breakwater at Meat Cove in the said riding; the boat harbour at Bay St. Laurence; the breakwater at White Point; the breakwater at Neils Harbour; the breakwater at McLeods, Ingonish; in respect to Ingonish Harbour; the breakwater at Breton Cove; the breakwater at Little Bras D'Or; the breakwater at Cape Dauphin; the breakwater at Point Aconi; the proposed wharf at North Sydney; the proposed extension of the breakwater at North Sydney; the bringing of the Intercolonial railway to the ballast ground at North Sydney; the wharf at Sydney Mines; the wharf at Leitches Creek; the repairs to the wharf at Groves Point; the rebuilding of the wharf at Boisdale; the breakwater at Jamesville; the wharf at Castle Bay, and the proposed wharf at Shunacadie, 1918.

Mr. Oliver.—For a copy of all the instructions issued to C. P. Fullerton and Fawcett Taylor, or either of them, in reference to the St. Peter's Indian reserve, 1918.

Mr. Ernest Lapointe.—For a copy of all documents, letters, recommendations, etc., in connection with a contract awarded to Christophe Levesque, of St. Eleuthere, for the conveyance of the mail between St. Eleuthere and Sully, 1918.

Mr. Ernest Lapointe.—For a copy of all documents, petitions, correspondence, recommendations, investigations, etc., in connection with the dismissal of Dominique Levesque, lightkeeper at Rivière Ouelle wharf, county of Kamouraska, and with the appointment of his successor, 1918.

Mr. Ernest Lapointe.—For a copy of all documents, correspondence, petitions, recommendations, etc., in connection with the dismissal of Arthur Levesque, lightkeeper at Grosse Isle, Kamouraska, and with the appointment of his successor, 1918.

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- Mr. Ernest Lapointe.—For a copy of all correspondence, messages, petitions, and other documents in connection with the choice of a site intended for the construction of a station at the village of St. Eleuthere, on the National Transcontinental railway, 1913.
- Mr. Wm. Chisholm.—For a copy of all letters, telegrams, correspondence, complaints and protests, on file referring to the dismissal of the late postmaster at Havre Boucher, N.S., and to the appointment of a successor, 1918.
- Mr. J. J. Hughes.—For a copy of all letters, papers, telegrams, recommendations and documents of every kind in connection with the purchase of a rifle range near Souris, Prince Edward Island, 1918.
- Mr. Verville.—For a return showing the names of the different contracting firms, with the particulars of their schedule prices, respectively, the location of their respective factories, or principal places of business, that have received contracts for manufacturing and supplying of the caps hats, shoes and clothing for the militia of Canada, from the Department of Militia and Defence, 1918.
- Mr. Oliver.—For a copy of the agreement for a lease of water power on the Saskatchewan river at Rocky Rapids, Alberta, made with the Edmonton Power Company, with information in detail as to the operations carried on by the company to date, 1918.
- Mr. Truax.—Returns showing: How many private cars are owned or leased by the government, and their names or numbers; the total cost of said cars; the cost of operating same during the calendar year 1913; what, if anything was paid for haulage or shunting of said cars during the said calendar year; where the said cars are located respectively, how many at Moncton, how many at Ottawa and how many elsewhere; what departments, government or the minister of same, if any, have cars for their particular use, which are sometimes placed at the disposal of other ministers; whether any of the railways in Canada or in the United States make any charges for transportation of hauling of said cars; and whether the companies of Canada by courtesy deadhead said cars; and, if so, at what rate, 2016.
- Mr. Sevigny.—For a return showing what amounts have been paid by the government of Canada from Winnipeg to Moncton for damages to lands, fences, roads, rivers, buildings, etc., during the works going on, and after they were completed by the contractors of the Transcontinental, in connection with the building of the railway; whether the contractors were charged by the government of Canada for the amount thus paid, as per clause 24 of the contracts, 2081-2.
- Mr. A. W. Chisholm.—Return showing: The salary of each deputy minister; how many

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- clerks or employees are under each of the deputy ministers, or over whose work the deputy is supposed to exercise supervision; the salary of the Customs Commissioner, and how long is he employed, 2179.
- Mr. Delisle.—Return showing: The names of the postmasters who have been dismissed from office since 1900, in the county of Portneuf; how many investigations there were; the names of those whose cases were investigated, 2179.
- Mr. William Chisholm.—For a copy of all letters, telegrams, correspondence, guarantee bonds, and other documents and security relating to the renewal of the contract with George A. Stewart for carrying mail between North Lochaber and West Lochaber, in or about the month of May, 1913, and of the subsequent cancellation of said renewal contract, and of the contract made with Hugh D. Cameron for said service, 2179.
- Mr. A. K. Maclean.—For a copy of all tenders, correspondence, documents, &c., relative to supplies for Aldershot Camp for the year 1913, from June until October, 2179.
- Mr. A. K. Maclean.—For a copy of all advertisements, tenders, contracts, documents, papers, &c., relative to the supply of ice to the Aldershot Military camp, N.S., for the season of 1914, 2179.
- Mr. Sinclair.—For a copy of all letters and telegrams received since April 1, 1912, by the Minister of Militia and Defence from G. A. R. Rowlings of Sydney, N.S., A. H. McDonald of Sherbrooke, N.S., Jas. L. Hattie, of Caledonia, N.S., and A. J. Fulton, of Guysborough, N.S., relating to bounties payable to Fenian Raid Veterans, and of the replies to said letters, if any, 2179.
- Mr. Sinclair.—For a copy of all letters and telegrams addressed by G. A. R. Rowlings and J. S. Wells to the Department of Public Works, or the minister, since October, 1, 1911, relating to the construction of a public wharf at Cole Harbour, Guysborough county, N.S., and of all replies thereto, 2179.
- Mr. Emmerson.—For a copy in duplicate of all leases, agreements, correspondence, Orders in Council and other documents relating to the water power or privileges connected with the Stevens dam, so called, that had been constructed across the river Trent at the village of Campbellford, together with a copy in duplicate of a license in connection with said dam, granted to the Hon. James Cockburn and others under date December 9, 1869, and of all correspondence with, and opinions of, the Minister of Justice at the time of the granting of said license and since that date; also a duplicate copy of all papers, correspondence, Orders in Council and other documents relating to or connected with the cancellation, termination and revocation of such license on the 12th of August, 1911, and of all correspondence, propositions,

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agreements or other documents had and made by, to or with the Trent Valley Woolen Manufacturing Company, Limited, and of all correspondence with the Department of Justice and opinions thereof relating thereto; also a duplicate copy of all correspondence, reports, Orders in Council and other documents referred to or mentioned in an Order in Council of date August 25, 1913, set forth on page No. W. 398, in the third volume of the Auditor General's Report, 1913, and of all correspondence with the Auditor General and by and between the Auditor General and any department of government relating thereto or connected therewith, 2180.

Mr. Ernest Lapointe.—For a copy of all documents, papers, petitions, correspondence, reports, &c., in connection with the opening of a post office under the name of Giasson in the parish of St. Aubert, county of L'Islet, 2180.

Mr. Demers.—For a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents, and of all renewals thereof, relating to the incorporation and licensing of the Banque St. Jean, the Banque Ville Marie and the Banque Jacques Cartier, all in the province of Quebec, 2180.

Mr. Sinclair.—For a copy of all correspondence between Mr. G. E. Torrie, fishery officer for the municipality of Digby, N.S., and the Department of Marine and Fisheries, bearing date between the 1st day of January, 1912, and the 1st day of January, 1914; also a copy of all claims and accounts rendered by the said fishery officer to the said department between said dates relating to services rendered by said officer to the department, 2180.

Mr. Sinclair.—For a copy of all correspondence, telegrams, instructions, accounts, vouchers and other papers and documents relating to the purchase of live stock in the Maritime provinces by one Howard Corning of Yarmouth, N.S., during the period of his employment; also a copy of the appointment of the said Howard Corning and of all correspondence, complaints and other documents relating to the dismissal of the said Howard Corning, if he has been dismissed or retired from the service, together with a copy of all recommendations, correspondence and other papers relating to the appointment of the said Howard Corning's successor, 2180.

Mr. Boulay.—For a return showing the travelling expenses paid by the government to the Honourable Rodolphe Roy, judge of the Superior Court at Rimouski, during the years 1912-1913 and 1914, for trips from Quebec to Rimouski and return, 2180.

Mr. Graham.—For a return showing: 1. Particulars of the inventories and value of the estate of the late George A. Montgomery, registrar at Regina, whose estate escheated to the Crown.

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2. The amount realized at Regina or elsewhere, on the conversion of said estate into money.

3. The cost paid or allowed with names and amounts paid or allowed before the residue was paid over to the Crown.

4. The amount paid over and actually received by the Crown.

5. The disposition of the fund and the names of the persons to whom any sum has been paid, and the respective amounts thereof so paid over or allowed since the Crown received the same.

6. A statement showing the difference between the reports of the present and the late Minister of Justice as to disposition of the fund, and a copy of such correspondence and representations as led up to any change.

7. The actual balance now on hand and the intended disposition thereof, 2180.

Mr. Sexsmith.—For a return showing what it cost the government for bottled and distilled water in Ottawa since January 1, 1912, to March 1, 1914; what it is costing the government per day now for bottled and distilled water, 2264.

Mr. Sinclair.—For a return showing total amount paid for pensions by the Department of Militia and Defence for the year ending March 31, 1913; the number of militia officers at present on the pay roll of the permanent corps; the number of private soldiers at present on the pay roll of the permanent force; the number of private soldiers who joined the force during 1913; the number who deserted during 1913; the gross amount expended by the Department of Militia and Defence for the salaries of officers and officials of every kind in the employ of the department at Ottawa or elsewhere during the fiscal year 1912-1913; the gross amount paid out for services to the private soldiers of the permanent corps during the said year 1912-1913, 2264.

Mr. Carroll.—For a return showing: how many certificates for promotion have been asked from the Civil Service Commissioners since the 31st March, 1913; how many of such certificates have been refused, and to whom; and the reasons given in each case for such refusal, 2311.

Mr. Proulx.—Return showing how many appointments have been made in the Customs Department at Montreal since the 1st of October, 1911; the names of the persons so appointed, and the dates of their respective appointments; after what recommendations they have been appointed; the salary of each of these new employees; the increases of salaries granted in the same department since the same date, and to whom, and why, 2591.

Mr. C. Marcil.—For a copy of all documents bearing on the dismissal of Thomas Le Blanc, as postmaster of Allard, Bonaventure county, and the appointment of his successor, 2440.

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- Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence, complaints, bills, accounts, vouchers, receipts and any documents in any way connected with the expenditure of money at Friar's Head boat harbour by Simon P. Doucet, during the years 1912-13, 1913-14, 2440.
- Mr. A. W. Chisholm.—For a copy of all letters, telegrams, correspondence, complaints and documents of all kinds in any way connected with the asking for tenders for the mail route between Low Point and Creignish Station during the years 1913-14, 2440.
- Mr. Gauvreau.—For a copy of all correspondence, accounts, indemnities, travelling expenses, etc., from Fraserville to Quebec, and of all other documents relating to the amount of money received each year by His Honour Mr. Justice Ernest Cimon, from 1890 to 1913, as judge of the Superior Court sitting at Quebec, during the time he was connected with the district of Kamouraska, 2440.
- Mr. Lemieux.—For a copy of all papers, letters, telegrams, reports, Orders in Council, etc., in connection with the proposed purchase of the property known as the Carslake Hotel near Bonaventure Station, Montreal, 2440.
- Mr. Knowles.—For a copy of all letters, telegrams, documents, papers, etc., in connection with the purchase by the government of lots 1 and 2, block 125, plan 96, in the city of Moosejaw, for an examining warehouse site, 2440.
- Mr. Law.—For a copy of all letters, telegrams and correspondence received since April 1, 1912, by the Minister of Militia, or the officials of his department, from any person or persons of Yarmouth, N.S., or vicinity, relating to bounties payable to Fenian Raid veterans or applicants for same, 2440.
- Mr. Law.—For a copy of all letters, telegrams and correspondence received by the Postmaster General in connection with complaints made that the postmaster at Yarmouth North, N.S., had been or is selling postage stamps outside his jurisdiction, 2440.
- Mr. Macdonald.—For a return showing whether the government has purchased any coal, freight or passenger cars during the past six months for the Intercolonial railway; if so, from whom and in what quantity; what price was paid in each case; whether any tenders were called for the same; who the tenderers were and the amount of each tender, 2440.
- Mr. Marcell.—For a copy of all documents, investigation reports and letters, concerning the dismissal of William Campbell, light-keeper on the wharf at New Richmond, Quebec, and the appointment of James

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- Robertson as his successor; together with a copy of recommendations and the letters respecting the appointment, if any, 2440.
- Mr. Sinclair.—For a copy of all petitions, letters, complaints and other documents relating to the dismissal of Charles McPherson, postmaster at North Riverside, county of Guysborough, N.S., and of all recommendations and correspondence relating to the appointment of his successor; also a copy of all evidence and of the report of the investigation, if any, and a statement of the expenses of said investigation, 2440.
- Mr. Law.—For a copy of all letters, telegrams and correspondence, as well as of tenders for dredging, received by the Minister of Public Works, or officials of his department, relating to dredging and improvements of the harbour of Yarmouth, N.S., from October 1, 1911, to date, 2440.
- Mr. A. W. Chisholm.—For a copy of all correspondence, letters, telegrams, complaints and documents of all kinds received by the Department of Trade and Commerce during the years 1913-14, with respect to the Pictou-Mulgrave-Cheticamp steamship route, 2440.
- Mr. Sinclair.—For a copy of all petitions, correspondence, telegrams and other papers and documents received by the Department of Marine and Fisheries since January 1, 1914, relating to the transportation of fish from the Maritime provinces to the United States, and of all replies thereto, 2440.
- Mr. Macdonald.—For a copy of all letters, petitions and documents relative to the establishment of a rural mail delivery route from New Glasgow through Mount William, Granton and Abercrombie, county of Pictou, 2440.
- Mr. Macdonald.—For a copy of the new rules and regulations in regard to employees of the Intercolonial railway and Prince Edward Island railway, 2440.
- Mr. Macdonald.—For a copy of all letters, telegrams and other documents relative to the purchase of land for a public building at Stellarton, Nova Scotia, 2440.
- Mr. Macdonald.—For a copy of all letters, telegrams and other documents relative to the mail contract between New Ross and Vaughan's post office, Waterville, province of Nova Scotia, 2440.
- Mr. A. W. Chisholm.—For a copy of all accounts and vouchers covering the expenditure during the calendar year 1913 at South Lake, Lakevale, Antigonish county, and showing in detail, the persons to whom such payments were made, what such payments were for, the number of days labourers employed, and the rate of wages, the quantity of material used and the price paid therefor, the quantity of material hauled to the work and not used, and the persons supplying such materials, 2440.

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Mr. Kyte.—For a copy of all correspondence, letters, telegrams, petitions and recommendations relating to the wharf at Arichat, N.S., to be used by SS. Magdalin, 2440.

Mr. Lemieux.—For a copy of all claims against the contractor of the Tadoussac wharf, sent to the Department of Public Works, and of all correspondence and papers in connection with same, 2689.

Mr. Wm. Chisholm.—For a return showing all the post offices in the several counties in the province of Nova Scotia for which a rent allowance, or a rent, fuel and light allowance is made, specifying the amount of such allowance in each case, 2689.

Mr. Turriff.—For a copy of all correspondence in connection with the dismissal of A. C. Cameron, of Fairlight, Saskatchewan, from his position as mail contractor, 2689.

Mr. Buchanan.—For a copy of all letters, telegrams, documents, correspondence, agreements of sale, and transfers of title, in connection with ranges 21 and 22 in township 30, west of the fourth meridian, 2689.

Mr. Buchanan.—For a copy of the agreement between the government of Canada and the Canadian Pacific Railway Company at the time the special land grant was made whereby the Canadian Pacific Railway Company were enabled to get their land grant in one block for the purpose of establishing their present irrigation system east of Calgary, province of Alberta, 2689.

Mr. E. Lapointe.—For a copy of all documents, correspondence, letters, petitions, reports, etc., exchanged between Dr. C. C. James, Mr. J. C. Chapais and each of the provincial Ministers of Agriculture, in connection with the distribution and the administration of the federal subsidy granted to the provinces for agricultural purposes since the granting of the same, 2689.

Mr. Macdonald.—For a copy of all letters, telegrams and other documents relating to the refusal of the Railway Department, or any official of the Intercolonial railway to permit employees of the railway at Moncton to attend the militia camp in the last year, 2689.

Mr. Graham.—For a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, county of Renfrew, 2689.

Mr. Lemieux.—For a copy of all papers, petitions, letters and telegrams concerning the change of site of the post office at St. Lazare village, county of Bellechasse, Quebec, 2689.

Mr. Macdonald.—For a copy of all letters, papers, contracts, memoranda and other documents relative to the mail contract be-

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tween Pictou post office and railway station, between the Post Office Department and Peter Foley, 2689.

Mr. Macdonald.—For a copy of all letters, papers, tenders and other documents in regard to the purchase of any car for the Intercolonial railway during the years 1912 and 1913, 2689.

Mr. Buchanan.—For a copy of all documents, letters, telegrams, papers, Orders in Council and agreements of sale, in connection with the sale by the government of Canada of the following lands in the railway belt in British Columbia, viz.: townships 23 and 24, range 18; townships 23 and 24, range 19; townships 24 and 25, range 20; townships 25, 26 and 27, range 21; townships 26 and 27, range 22, all west of the fifth meridian, 2689.

Mr. Neely.—For a copy of all correspondence, letters, documents or other papers relating to the cancellation of the entry of R. Bannatyne for the northwest $\frac{1}{4}$ of section 24, township 35, range 18, west of the 2nd meridian, 2689.

Mr. Sutherland.—For a return showing:

1. The date of the incorporation of the Canadian National Bureau of Breeding, Limited, with the names, addresses and occupations of the charter members of said company.
2. The amount of capital of the company and the number of shares into which it is divided.
3. The number of shares taken from the commencement of the company up to the date of the return.
4. The amount of calls made on each share, the total amount of calls received, the total amount of calls unpaid, and the total number of shares forfeited.
5. The names, addresses and occupations of the persons who have ceased to be members within the twelve months next preceding, and the number of shares held by each of them.
6. The amount of money paid to said company by the government in each year since incorporation, 2689.

Mr. Sutherland.—For a return showing:

1. The date of the incorporation of the National Live Stock Exchange.
2. The names, addresses and occupations of the charter members of said company.
3. The amount of capital of the company and the number of shares into which it is divided.
4. The number of shares taken from the commencement of the company up to the date of the return.
5. The amount of calls made on each share, the total amount of calls received, the total amount of calls unpaid, and the total number of shares forfeited.

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6. The names, addresses and occupations of the persons who have ceased to be members within the twelve months next preceding, and the number of shares held by each of them, 2689-90.

Mr. Lachance.—For a return showing:

1. Whether the rural postal delivery service has been started in the county of Quebec; if so, when and in what parishes of said county?
2. Whether public tenders have been advertised for such service; if so, when, how many were received and from whom, the amount of each tender and what tender was accepted?
3. The price of the accepted tender, the name of the tenderer, the conditions of payment and the length of the contract, 2690.

Mr. Turriff.—For a copy of all letters, telegrams, etc., in the Department of the Interior in connection with the N.W. $\frac{1}{4}$ section 20-4, range 16, west of 2nd meridian, 2963.

Mr. Turriff.—For a copy of all papers, letters, telegrams, etc., in the possession of the Department of the Interior in connection with the N. $\frac{1}{2}$ 1-3 16, W. 2nd M., 2963.

Mr. A. K. Maclean.—For a copy of all correspondence, pay rolls, accounts, receipts, vouchers and papers relating to the construction of Western Shore wharf, Lunenburg county, N.S., 2963.

Mr. A. K. Maclean.—For a copy of all evidence, letters, correspondence, reports and documents in reference to this dismissal of Mr. Andrew Flinn from the Railway Service Department, Halifax, N.S., on or about September, 1913, 2963.

Mr. A. K. Maclean.—For a copy of all correspondence, pay rolls, accounts, receipts, vouchers and papers relating to the construction of Feltzen South wharf, Lunenburg county, N.S., 2963.

Mr. A. K. Maclean.—For a copy of all correspondence, pay rolls, accounts, receipts, vouchers and papers relating to the construction of Kraut Point wharf, Lunenburg county, N.S., 2963.

Mr. Marcil.—For a copy of all documents bearing upon the application made to the Department of Marine and Fisheries for the dismissal of Ulric Dion, lightkeeper at St. Charles de Caplan, Quebec, and the appointment of Omer Arsenaault in his place, and on the action taken by the department in that connection, 2963.

Mr. Macdonald.—For a copy of all letters, telegrams, reports, correspondence and documents relative to the claims made for damages from a fire in the village of Hopewell, county of Pictou, which was occasioned by sparks from a locomotive on the Intercolonial railway, 2963.

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Mr. Lanctôt.—For a copy of all papers, letters, tenders, telegrams, plans, specifications, Orders in Council and other documents relating to the construction of the retaining wall at the high lands at St. Lambert, 2963.

Mr. Marcil.—For a copy of all documents relating to the dismissal of W. N. Campbell, lightkeeper of New Richmond, Quebec, and to the appointment of James W. Robertson as his successor, 2963.

Mr. Marcil.—For a copy of all correspondence exchanged by and with the Department of Inland Revenue and the late J. S. Mousseau and A. M. Caldwell, New Carlisle, Quebec, and David Champoux, Campbellton, N.B., or Restigouche, Quebec, in connection with the dismissal of Arthur B. Caldwell, assistant inspector of Weights and Measures, district of Quebec, 3209.

Mr. Henderson.—For a return showing the number of half-yearly renewal term policies or certificates of insurance issued by the Federal Life Assurance Company of Canada and now in force, with the names and present post office addresses of the holders of the said policies or certificates of insurance, 3209.

Mr. Lemieux.—For a copy of all papers, letters, telegrams, accounts and receipts concerning advances made to the Montagnais band of Indians through the agency of Seven Islands, Quebec, 3209.

Mr. MacNutt.—For a copy of all correspondence exchanged by and with the Department of Public Works or the Post Office Department, relating to an application or applications for a post office building at the town of Melville, province of Saskatchewan, 3209.

Mr. Tobin.—For a copy of all complaints and other documents bearing upon the dismissal of J. R. Denison as postmaster of Richmond, Quebec, and the appointment of his successor, 3209.

Mr. W. A. Chisholm.—For a copy of all correspondence, telegrams, complaints, pay rolls, vouchers and all other documents in any way connected with the expenditure of \$500 during the year 1913 on Finlay Point wharf, Inverness county, 3209.

Mr. Sinclair.—For a copy of all correspondence, telegrams, petitions, including the signatures of such petitions, and all other documents and papers in the possession of the Department of Trade and Commerce, or the minister of said department, or in the possession of the Prime Minister, relating to any application made between November 1, 1913, and date hereof by parties in Nova Scotia, asking for government assistance towards the transportation of fresh fish between ports in Nova Scotia and the United States, 3209.

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- Mr. Kyte.—For all correspondence relating to the services of Alfred Bishop, of the Kentville Horticultural station, before and since his appointment, 3209-10.
- Mr. Lemieux.—For a return showing the names of the 82 tenderers for the carrying of the mails between Baie St. Paul and Murray Bay, county of Charlevoix, and the amount of the tender in each case, 3210.
- Mr. Samuel Sharpe.—For a return showing: Whether the government has paid Newton Wesley Rowell, K.C., any sums of money for legal services during the past fifteen years; if so, what amounts and when, whether the government has paid the firm of which Mr. Rowell is the senior partner any sums of money for legal services; if so, what amounts and in what years, 3318-19.
- Mr. Kyte.—For a copy of all letters, telegrams, correspondence and memorials since the 1st day of November, 1911, relating to the post office at Johnstown, Richmond county, N.S., and to complaints against the present postmaster and recommendations for his dismissal? 3510.
- Mr. Wm. Chisholm.—For a copy of all correspondence, memorials, letters, telegrams and other documents relating to the redistribution of constituencies in the province of Nova Scotia, as affecting the electoral district of the county of Antigonish, 3510.
- Mr. Sinclair.—For a copy of all correspondence, memorials, letters, telegrams and other documents relating to the redistribution of constituencies in the province of Nova Scotia, as affecting the electoral district of the county of Guysborough, 3510.
- Mr. Kyte.—For a copy of all correspondence, memorials, letters, telegrams and other documents relating to the redistribution of constituencies in the province of Nova Scotia, as affecting the electoral district of the county of Richmond, 3510.
- Mr. Oliver.—For a copy of all papers and correspondence relating to a contract for telegraph or telephone poles for a line from Green lake to Isle à la Crosse, Saskatchewan, the advertisement for tenders the tenders received, with names of the tenderers and prices, and also a copy of all correspondence regarding same and particulars of contract awarded, 3510.
- Mr. Sam. Sharpe.—For a copy of all papers, letters, telegrams, accounts and receipts, concerning advances or payments made by the government to Newton Wesley Rowell, K.C., for legal services in connection with the Oka Indian litigation, 3510.
- Mr. Neely.—For a copy of all documents, letters, telegrams, homestead inspectors' reports and other documents relating to the cancellation of the entry of R. Bannatye for the northwest quarter, section 24, township 26, range 18, west of the second Meridian, 3510.

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- Mr. Sinclair.—For a copy of all letters, telegrams, Orders in Council, contracts, tenders, papers and other documents in possession of the Department of Public Works, and of the Department of Militia and Defence, relating to the construction of an armoury at Amherst, N.S., 3510.
- Mr. McCrea.—For a return showing whether Mr. David Armstrong, mail carrier of the city of Sherbrooke has been dismissed, and if so the cause for such dismissal; whether an investigation was held at which he was given an opportunity of meeting his accusers and being heard in his own defence; the number of years Mr. Armstrong has been in the service and the remuneration he was receiving for his services; whether his successor has been appointed; if so, the name of said successor, the list of those who recommended him, and the remuneration he receives, 3510.
- Mr. Knowles.—For a copy of all letters, reports, memoranda, recommendations, telegrams, and other papers in connection with the northeast quarter section 22, township 11, range 5, west 3rd meridian, subsequent to the 9th February, 1914, and exclusive of a copy of the evidence taken at Gravelbourg on the 8th April, 1914, 3895.
- Mr. A. K. Maclean.—For a return showing the details of moneys paid to J. F. Farrington, \$248.25, B. H. Smith, \$469.50, and H. C. Dash, \$182.40, as set forth in 'Hansard' of this session, page 3071, 3895.
- Mr. Sinclair.—For a return showing the names and post office addresses of all Fenian Raid veterans in Nova Scotia whose claims have been presented and disallowed, 3895.
- Mr. Hugh Clark.—For a return showing all cases in which Charles Seager, of Goderich, acted as government commissioner in the investigation of officials charged with parasanship, or other offences, from and including the year 1896 to the year 1900; and the names of all officials dismissed by reason of the reports of the said Charles Seager, the positions held by such officials, and when such dismissals took place; with a copy of the evidence taken in all such cases, together with the commissioner's reports thereon, and also showing what fees were paid to the said Charles Seager for conducting such investigations, 3895.
- Mr. J. J. Hughes.—For a copy of all letters, papers, telegrams and other documents in connection with the dismissal of Alex McRea, late lighthouse keeper at Point Prim, Prince Edward Island, and the appointment of his successor, 3895.
- Mr. J. J. Hughes.—For a return showing the names of the men who have been appointed to positions in the Prince Edward Island railway service from the 1st January, 1912, to the 1st May, 1914; the positions held by such appointees and the salary or wages attached to each position, 3895.

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Mr. A. K. Maclean.—For a copy of all papers, documents, reports and evidence relative to the dismissal or proposed dismissal of W. A. Case of the government quarantine service at Halifax, N.S., 3895.

Mr. A. W. Chisholm.—For a copy of all correspondence, telegrams, letters, tenders and documents of all kinds in possession of the Post Office Department received since 1913 up to the present date in any way referring to the mail contract from Mabou to Wycomogah, 3895.

Mr. A. W. Chisholm.—For a copy of all correspondence, papers, tenders and other documents in any way referring to the transfer from J. A. Campbell to Alexander Macdonnell of the contract for carrying the mail from Port Hood to Southwest Port Hood, 3895.

Mr. Emmerson.—For a return showing how many private cars are owned or leased by the government, and what they are named or numbered; the total cost of said cars; the cost of operating same during the calendar year 1913; whether anything was paid for haulage or shunting of said cars during the said year, and if so, how much; where the said cars are located, how many at Montreal, how many at Ottawa and how many elsewhere; whether any of the departments of the government, or the ministers of same, have cars for their particular use, which are sometimes placed at the disposal of other ministers; whether any of the railways in Canada or in the United States make any charge for transportation or hauling of said cars; and at what rate, or whether the companies in Canada, by courtesy, dead-head said cars, 4369.

Mr. McCrea.—For a return showing the total cost of the two present drill halls and rifle range and all or any other real estate and equipment owned by the government and used for military purposes, in the county of Sherbrooke, 4561.

Mr. McCrea.—For a return showing the total amount of money spent by the government for military purposes in the county of Sherbrooke for the last fiscal year for salaries or services of all officers, men and horses, for transportation to and from camp, and the cost of maintenance while at camp; buildings the department has rented and the amount of rent paid; amount paid for all purposes in connection with the Militia Department, 4561.

Mr. Lanctot.—For a return showing the number and total value of old age pension certificates issued by the government up to date; is the amount of premiums collected since the system was inaugurated; how much was paid for the sale of such certificates, including fees and travelling expenses of the lecturers, and the salaries paid to the employees thereof at Ottawa and elsewhere; how many lecturers are at present employed by the government; how

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many employees are there at the head office and what are their respective salaries, 4561.

Mr. Carvell.—For a return showing the names of all persons appointed to positions in the post office at St. John, N.B., since the 10th day of October, 1911; how many letter carriers have been appointed in St. John, N.B., since October 10, 1911, and the name of each, 4561.

Mr. Verville.—For a return showing the total amount of money paid out for the maintenance of the Militia on Vancouver Island, B.C., from the date of its being called to Nanaimo until the present time, 4561.

Mr. W. Chisholm.—For a copy of all charges and complaints, letters, telegrams and correspondence respecting the dismissal of Captain Jeremiah Decoste, mate and crane-man, employed on dredge No. 6 under Captain Dan Gillis during the season of 1912, and of all representations made and correspondence had with the Department of Public Works, or any officer thereof regarding his re-instatement, 4561.

Sir Wilfrid Laurier.—For a copy of all correspondence between the Department of Justice and the Attorney General of Quebec, with regard to the appointment of judges, since the first of February, 1913, 4561.

Mr. Boulay.—For a return showing the revenue derived from freight received at and forwarded from the following stations on the intercolonial railway during the fiscal year 1913 and 1914, giving separately the amount for each of said stations, viz: Drummondville, Rimouski, Ste. Flavie, Matapedia, Campbellton and Bathurst, 4561.

Mr. Emmerson.—For a return showing the names of the staff employed in the several departments of the general offices of the Intercolonial railway at Moncton, together with their salaries respectively as of April 1, 1914, 4561.

Mr. Emmerson.—For a copy of all correspondence, charges, petitions, recommendations and other documents relating to the dismissal of Placide Leger as lighthouse keeper at Caissey Cape, and of all letters and other documents relating to the causes of such dismissal and the appointment of his successor, 4561-2.

Mr. A. K. Maclean.—For a copy of all telegrams, letters, papers, documents, evidence and reports, in connection with the dismissal Newton Myra as caretaker of the government building at Lunenburg, N.S., 4562.

Mr. A. K. Maclean.—For a copy of all telegrams, letters, papers, documents, evidence and reports, in connection with the dismissal of Henry Nass, light keeper at Battery Point, Lunenburg, N.S., 4562.

Mr. Warnock.—For a copy of all correspondence, charges, petitions, recommendations and other documents relating to the dis-

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missal or retirement of W. J. Hyde as Indian agent at the Blood Indian Reservation, Alberta, and of all letters and other documents relating to the causes of such dismissal and the appointment of his successor, 4562.

Mr. Lemieux.—For a return showing who secured the mail contract between Armagh station and Mailloux, county of Bellechasse, Quebec; how many tenders were received; and what the names of the tenderers and the amount of each tender are, 4713.

Mr. Lachance.—For a copy of all papers, documents, tenders asked for, tenders received, contracts and sub-contracts, since the 1st of October, 1912, to this date, respecting the buildings at the quarantine of Grosse Isle, Quebec; together with a return showing the amounts paid by the government for the work on each contract and the names of the parties to whom they were paid, 5031.

Mr. Lachance.—For a copy of all papers, correspondence, investigations and reports, since October 1, 1911, in connection with the management of the Dominion Armoury at Quebec and the nature, the quality and conditions of projectiles and products manufactured in said armoury, 5031.

Mr. Lachance.—For a copy of all documents, letters and Orders in Council since the 1st of October, 1911, relating to the appointments, promotions, suspensions, removals and salaries of the employees of the office and of the chief clerks of the Dominion armoury department at Quebec, and the increases or reductions of the wages of the workmen of the different classes and the labourers, 5031.

Mr. Lachance.—For a copy of all documents, tenders, contracts and sub-contracts in connection with the extension of the central post office of the city of Quebec; and also a return showing the amounts of money paid up to this date on said contracts, the names of the parties to whom said amounts have been paid and for what services and works, 5031.

Mr. Lachance.—For a copy of all documents, correspondence, tenders received, contracts and sub-contracts in connection with the establishment of a telephone line in the county of Quebec, Que.; also a return showing to date, the number of miles of said line, the places or parishes it crosses, the cost of the work, the number of miles and the places it will go through, and the cost of the whole work when completed; with the terms of subscription or payment after which the public will be able to use such line and the length which is now in operation, 5031.

Mr. Marcil.—For a copy of all documents bearing on an application or applications made to the Superintendent General of Indian Affairs or the department, on an amendment to the Indian Act to facilitate

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the sale of the Indian reserve of Restigouche, Quebec, or on the acquiring otherwise of any portion or the whole of the said reserve for industrial or other purposes, and any answers given thereto, 5031.

Mr. Carroll.—For a return showing the amount of money sent through the post offices in the past five years to places outside Canada from the following Cape Breton post offices: Glace Bay, Caledonia Mines, Dominion No. 4, New Aberdeen, Bridgeford, old Bridgeford, New Waterford, Reserve Mines, Sydney, Whitney Pier, Ashby, North Sydney, Sydney Mines, Florence, Dominion No. 6, and Port Morien; to what countries such money was transmitted, 5194.

NATIONAL COUNCIL OF WOMEN.

House again in Committee on Bill No. 140.—Sir E. Osler, 2948.

Borden, Rt. Hon. R. L. (Prime Minister)—2948.

Have looked over Bill and it does not seem to contain anything of an objectionable character, 2948.

NATIONAL TRANSCONTINENTAL RAILWAY.

Bill introduced.—Mr. Cochrane, 201.

Cochrane, Hon. Frank (Minister of Railways and Canals)—201.

This Bill is to authorize the Governor in Council to extend the time from time to time by Order in Council, 201.

NATIONAL TRANSCONTINENTAL RAILWAY INVESTIGATING COMMISSION REPORT.

Complaint—Mr. Graham, 879.

Borden, Rt. Hon. R. L. (Prime Minister)—880.

No reason why it should not be, 880. Cannot say at the moment whether it would be possible or not, 881.

Graham, Hon. G. P. (Renfrew South)—879.

There will be a discussion in House on a certain document recently placed on Table and it is necessary that members should have fullest information possible, 879. Asks for Order in Council appointing the investigating commission of Transcontinental, 880.

Maclean, A. K. (Halifax)—880.

Asks Prime Minister if it cannot be arranged to have minister take up Supply, 881.

NATIONAL TRANSCONTINENTAL RAILWAY.

Railways and Canals—Statement.—Mr. Reid, 1557.

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Armstrong, J. E. (Lambton East)—2132.

The one object of every man on the opposition side of the House who rises to speak on this question is to becloud the issue and to condemn the men who had charge of bringing forward this evidence, 2132. The man responsible to the people of Canada to-day for putting through this measure is the leader of the opposition, 2133. When the late government came into office in 1896 the money expended on railways in Canada amounted to \$700,000,000, when they left office it amounted to \$1,500,000,000. Look at the agreement with the G.T.P. Co., 2134. The result is that the road has cost nearly 60 per cent more than the estimated cost prepared by the engineers in the first instance. Hon. gentlemen opposite know that there are other projects of great concern to the Dominion that might be undertaken were it not that this money has been extravagantly thrown away on the N.T.R., 2135. Figures quoted with regard to the railway situation in Canada, 2136-7. The leader of the government has been right on all these great national undertakings, 2137. The man on whose shoulders rests the responsibility for this whole undertaking, who committed the greatest blunder, and who attempted by this means to create a monument for himself is Sir Wilfrid Laurier, 2138.

Bennett, W. H. (Simcoe East)—2321.

This railway which was to cost, \$61,415,000, will cost \$161,300,000 when completed. The *Globe* quoted as to Sir Wilfrid's statement in this regard, 2322. Who is Mr. Parent?—the discard of the Liberal party in the province of Quebec, and I say it with a full knowledge of the facts as they appear upon the records. He was the man who could do anything for the government. He was the man to go between the contractor and the government, 2323. Mr. Young, Mr. McIsaac and Mr. Calvert of late Railway Commission referred to, 2324. With such a commission as a starting point; Mr. Parent, a discredited and discarded politician of Quebec, according to the reports of his own friends, Mr. McIsaac, a decent, honest, inoffensive citizen, who had never been in the capacity of commissioner before, and Mr. Calvert, who frankly admits his utter inability to cope with the situation, what a playground it was for the Minister of Railways and Canals and the contractors who loomed up in the gloaming to go after the public treasury, 2325. A criticism of some gentlemen who tendered and quotations in regard thereto, 2326-7. Momentum grades and trestles. If there was any one scheme that lent itself to the cupidity and greed of contractors under this load, it was the construction of trestles, 2328-9. Fancy the management of a railway company putting four miles of siding alongside their main track. The whole thing stands as a monument of blundering on the part of the late gov-

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ernment, 2330. The government were well within their rights when they instituted this inquiry, 2331.

Borden, Rt. Hon. R. L. (Prime Minister)—2352.

My right hon. friend has proceeded to deal with these commissioners very much according to the example given him by many hon. gentlemen on his own side of the House. He has told us that these men, neither by character, by position, by ability, or by reputation were fit for the office to which they were appointed. The character and record of these gentlemen have been condemned, but the highest tribute that could be paid to the thoroughness of their work is the bitterness of the attack that has been made upon them, 2353. I desire to add in this connection that so long as hon. gentlemen opposite remained in power, they deliberately and successfully attempted, from first to last, to burke every investigation demanded by the Conservatives. The commission have shown that this road might have been built for \$120,000,000 instead of \$160,000,000, but of course there does come the sting that the commission assert that the remaining \$40,000,000 was needlessly spent and represents the waste and extravagance that was practised by their commission; and practised, as it would appear from the record, entirely with their concurrence and approval, 2355. Let us leave that for a moment and see whether there was any need for an investigation into the proceedings of the National Transcontinental Railway Commission. It is right that the people of Canada at the present time, when this administration has a certain responsibility for that which has been bequeathed to them as a legacy from their predecessors, should know just what this road is costing Canada, and what it is likely to cost Canada in the future, 2356-7. I assert most confidently, and I am prepared to back this assertion by argument wherever necessary, that the report from beginning to end, is substantially correct in every important particular, 2358. Some reference has been made to the McArthur payment. Resolution of board and McArthur's letter and others quoted, 2359-61. I venture to say that the present government made the best settlement they could make under circumstances and conditions brought about by the late administration and their commission, 2362.

Boyce, A. C. (Algoma West)—2181.

The opposition condemn the report for the flimsy, miserable excuse that the commissioners were partisans. This country looks for something more tangible than that from the opposition, 2181. Was my right hon. friend serious when he told this House that the railway from Moncton to Winnipeg would cost \$13,000,000 and not a cent more? These are his absolute words. Nobody believed it. Nobody took

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him seriously. He did not take himself seriously. He launched this project upon the people without the slightest consideration what the cost was going to be or what would be the burden which would be imposed upon the ratepayers, 2182. Mr. Fielding's letter quoted *re* cost of N.T.R. and extracts from Sir Wilfrid Laurier's speech 1903, 2183. Upon him and his party must rest the whole blame for the findings contained in that report, and the responsibility cannot be and will not be shifted, in the judgment of this country, by what is contained in the amendment offered by the hon. member for South Renfrew, 2184. In this report the House has been given an indication as to where some of it went. And my right hon. friend the leader of the opposition knows where some of that money went—and winked at its going in that direction, 2186. Letter of President of G.T.P. to Sir Wilfrid quoted, 2186-7. \$40,000,000 has been wasted, exclusive of the \$35,000,000 which it cost to build the Quebec-Moncton section of the road, the rails of which are now rusting and overgrown with weeds and trees: \$75,000,000 lost between 1904 and 1914 by political blundering and political mis-management so great as to shock the conscience or the commercial world, 2187. Two steel ribbons stretch across this country upon which are written the policies of the two parties; and a study of the conditions under which both were initiated and built, the people of Canada are in a fair position to draw a contrast between these two parties, 2188.

Carvell, F. B. (Carleton N.B.)—2051.

Want to get down to the real question under discussion, 2051. Report has placed the Grand Trunk in a position where they will find it impossible to borrow more money, 2052. Mr. Cahan said it was not playing the game fair, to send these reports broadcast over Canada and the civilized world, 2053. Can read report from cover to cover and you cannot find a statement imputing fraud to anybody, 2054. Gives short account of classification of solid rock, in what is called assembled rock, 2054-55. Refers to a letter and some questions on, 2056-57. Blue prints is sent out to engineers and they are told that when such material is found it is to be classified as solid rock, 2057. Have got to assume that every man was crooked, 2058. Refers to evidence of Mr. Woods and some questions, 2059. Some evidence given in questions and answers on, 2060-61. Whole question is could that material be properly and economically ploughed into such shape that it could be removed, 2061. Paid practically every dollar of money over to contractor. This government do not believe their commissioners or they are not playing game with country fairly, 2062. Commissioners give instances of ways in which money was taken from country, 2063. Reason for the rock borrow was that they found that

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in particular places they could not get common earth to borrow for making these big fills, 2064. If you want to build a proper railway you don't put in wooden trestles that will burn down, 2065. Another mode of finding fault with construction of railway is to say that contracts were sublet, 2066. Want to give House two illustrations of the almost dishonesty of these statements, 2067. Contractor falls down on his work and loss is sustained by main contractor, 2068. Am going to give another phase of the classification, 2069. The more we delve into this thing the more we feel the minister realizes he has made a mistake, 2070. Refers to a statement found on page 24 of report on 2071. If Gutelius and Goodwin were right in taking that \$35,000 from Kitchen contract, they should have taken it off, 2072. Two reasons why I dissent from conclusion found in statement: first it may not be a false conclusion but it is an unfair one, 2073. Gives old commission credit for willingness to accept the opinions of best engineers in the world, 2074. In every case commissioners say that contractors made money on their train-hauled material, 2075. Has been a losing game for Maritime provinces since Confederation, 2076. Have tried to present matter exactly as I felt about it, not only from my own standpoint but of Canada as a whole, 2077.

Davidson, A. L. (Annapolis)—2150.

It seems to me that if the opposition would bring to the discussion of this report their prayerful and repentant consideration, they would be doing all that this country expects of them, 2150. It is a strange argument to put forward that we must not have disclosures for fear of injuring the credit of the people of this country, 2151. Reference made to the strictures passed upon the personnel of the commission and a vigorous defence offered, 2152. Mr. Fielding and Mr. Lumsden quoted *re* construction of road, 2153. The great big things in Canada, the great national undertakings to which the people of this country look back with pride are the handywork entirely of the Liberal-Conservative party. You never have had a better illustration of the weakness of the policy of imitation than you have in the experience which the Liberal party have had with railways in this country, 2154. Explain the thing away as you may the ugly bold fact remains that this road supposed to cost a little over \$60,000,000 has cost \$234,000,000. Mr. Fielding and Mr. Blair quoted as to cost of road, 2156. There are other suspicious circumstances. In 1907 there were charges against the commission made by a Liberal and he was employed by a Liberal commission to work upon the road. The methods pursued by the late government in awarding contracts dealt with, 2157-9. The question of good roads is a very live one in this country at the present time, 2160. This damning

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document has been put before the people and it will be a long time before the people of this country repose confidence in the Liberal party again, 2161.

Demers, Joseph (St. Johns and Iberville)—2250.

This government rightly or wrongly, has resolved to have judgment passed upon a measure initiated by the former administration, 2250. Could the government in good faith rely on the impartiality of these two men. No one will believe it. I shall now give further proof in support of my contention that the government and the commissioners showed bias and unfairness, 2251-2. What are the main criticisms voiced by the two commissioners: 1st the road is too good, 2nd there has been over-classification, 2253. The commission have carefully recorded everything that would slander the Liberal party. Everything was transacted above board and the only occasion for differences of opinion was the unusual character of the material encountered in the building of that road, 2254. Thus we have the best guarantee that the classification must have been carried out as well as it was possible to carry it out, especially in the absence of any proof of dishonesty or improper interference on the part of any one, 2255.

Emmerson, Hon. H. R. (Westmorland)—2331.

It is very unfortunate that the political life of Canada should be so degraded, that a national undertaking should be treated in such a manner. It is a shame, a disgrace, and a blot upon the fair name of Canada, 2331. The question is whether there were facts to substantiate that report; whether the gentlemen responsible for it are able and fit to discuss the question, and whether they inquired into this subject honestly and without bias, 2332. In all its nakedness and emptiness this report is merely a nebulous indication of what the commissioners would prove if they could. They seem to have been square pegs in a round hole, 2333. If they were honest in their desire to have this matter judicially investigated and considered, their manifest duty in the interests of the people of this country would have been to appoint a judicial commission of inquiry that would at once command the confidence of the people of Canada, 2334. It is self-evident that to rebut the charge of partisanship against the commissioners the government must explain what public object is to be served by this report, which has not one redeeming feature, 2335. The great principle the government evidently seek to have established is to degrade this great national railway, 2336. The government now in power say the line should not have been constructed east of Quebec, 2337. Mr. Crocket quoted as to wisdom of building the eastern section, 2338. It seems to me that the govern-

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ment do not themselves believe in the conclusions of the commissioners with regard to the construction of that line. The scheme is against the Maritime provinces seaports; it is against the Canadian seaports. If the traffic goes by North Bay we are going to be an adjunct of the United States so far as our export business is concerned, in winter at least, 2339.

Fowler, G. W. (Kings and Albert)—2284.

In all the history of Canada there never has been a state paper submitted to parliament higher in character than this report. It is strong, of course, because the evidence upon which it is based is strong. Have the cold shades of opposition so chilled the heart of the member for Picou that he imagines the gloom which possesses his soul, pervades the whole of Canada, 2284. Every contract was let and they were specification contracts and the price was set opposite every item in the specification. There were instances where such things as this occurred. On items for which the contractor was to get \$17 per cubic yard for concrete work, he sublet the work for \$7 a cubic yard, making a rake-off of \$10 without doing a stroke of work. Could the new commissioners do anything in regard to it? 2285. What about the composition of the commission that had charge of the building of this road? There was not an engineer among them, 2286. The results show that they were inefficient, or ignorant, or else guilty of fraud and corruption. Contracts referred to, 2287-89. Farm crossings and the way the commissioners handled the business, 2290. When the smoke of this wordy warfare we are waging here has passed, certain salient facts will stand out clearly and distinctly for the electors of this country to ponder over, 2291.

Gauthier, L. J. (St. Hyacinthe)—2264.

An analytical reference made to the discussion which took place in the House when legislation was enacted for construction of N.T.R., 2265. I defend this measure because it is in accordance with the contract agreed to by parliament, 2266. How can it be in the public interest to create a false impression abroad that the late government of this country have indulged in bribery and wasteful expenditure of the public money. Not only have the bondholders' securities been degraded by this government, but the different provinces are not being treated fairly, 2267. Why did not the government, before degrading the road, consult the electorate and get their approval. If the Tory party could do nothing for the prosperity of the country, they should not destroy that which they had been charged to keep intact, 2268.

German, W. M. (Welland)—2118.

Mr. Graham's speech dissects the report from beginning to end and leaves it

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standing in all its hideous nakedness, 2118. It was an absolutely partisan investigation. There is not one tittle of evidence to support the findings quotes report, 2119. This expenditure is represented throughout the country as being an extravagant and wasteful expenditure. We know the cost of the line and the cost of other lines, 2120. It is folly to say that one engineer favours the momentum grade and that another engineer says it is all wrong, 2121. The primary object of every railway company on the American continent is so to reduce the grades that they can haul the heaviest possible trains, 2122. In regard to curvatures the position is exactly the same. There is nothing to show that the country lost that money by reason of ex-Minister of Railways refusing to change these grades, 2123. I am loath to hear these little Canadians talk in the House of Commons, 2124. The country is big enough to maintain three transcontinental railways and the G.T.P. being the best will get the traffic. A contractor must have a section big enough to pay for his plant at least, 2125. That is the only way in which a great work of that kind can be accomplished. List of contractors quoted, 2116-7. There was not an investigation at all but a st chamber proceeding. Mr. Parent's letter to Mr. Hays quoted, 2128-9. In the face of that letter who can say that an improper thing was done when the contract was sub-let, 2129. It is not an investigation. It is an inquiry to find out what kind of evidence could be obtained to build up a mountain of attack against the Liberal party and against the G.T.P. Ry. Co., 2130. The board of arbitrators went over the whole work; they settled the whole matter and settlements were made by the late government, 2131. The evidence shows conclusively that these gentlemen acted in good faith from beginning to end, 2132.

Graham, Hon. G. P. (Renfrew South)—1970.

I charge that the acting Minister of Railways made a misstatement to the extent of \$41,000,000, as to the amount of capital on which the Grand Trunk Pacific would have to pay rental after the year 1923, 1970. This road has been largely constructed and it has cost a lot more money than was first estimated. The report is a compilation of partisan views prepared by partisans for party purposes, 1972. It is for the most part regardless of the facts, regardless of railway practice, and in many cases absolutely regardless of common business acumen, and was designed to injure the Liberal party and to discredit the G.T.P., 1973. Had this report been true it was an outrage to circulate it in the present financial condition of the world, 1974. Correspondence quoted, 1975-6. The entrance of the railway into Winnipeg dealt with, 1977-8. This government does not believe the report in regard to the Transcona shops, 1979. Mr. Leonard and others quoted in that

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connection, 1980-9. The 11½ miles of road in the vicinity of Graham referred to 1989-90. The contracts dealt with 1990-1. Extract from minutes of commissioners, October 4, 1909, and assignment of Davis quoted, 1992. These contracts further referred to 1993-4. The question of overbreak dealt with, 1994. Velocity of grades, wooden bridges, etc., referred to and quotations in that regard, 1996-2006. The engine houses and the Cape Rouge Viaduct and subcontracts referred to, 2006-10. Before I leave the question of grades, I want to ask the government and the members of this House to look at the question of velocity grades from another angle, 2021. The commissioners imply that every man on the engineering staff, every individual connected with the construction of the road, did not consider it desirable or necessary to practise or encourage economy, 2022. This government has a duty which is as clear as the noonday sun, and that is, on behalf of the Grand Trunk Pacific Railway Company and on behalf of the good name of Canada, to repudiate the charge which has been made against that company and which has not one iota of foundation, 2023. Let me now make a comparison between this railway and some others, 2024-7. I want to clear up another point which has been raised, and that is as to what was meant by the free rental period of seven years given to the G.T.P. Co., 2028-9. I want to point out again that the government is on unsafe ground in acquiescing in the changes in these grades, 2029. Mr. Chamberlain's letter and other quotations given in reference to grades, 2030-2. I urge the Prime Minister, as representing Halifax, and the Minister of Marine, as representing St. John, and the Postmaster General, as representing Quebec, to look into this matter most thoroughly, and not take the word of any engineer who may say that this is as good a way to build a road as any other, or even the word of an engineer who says it is not as good a way, 2033. The terminals at Quebec referred to, 2034-6. I have discussed this question from higher than party motives; I have discussed it with the main object of showing that this report is unfounded and untrue in its chief findings. I have tried to show that the gentlemen who composed this commission had their views fixed, so far as the Grand Trunk Pacific railway is concerned, long before they ever were put on this commission; I have shown that one was an enemy of the policy, and the other an enemy of the project.

Motion:

That the report of the commissioners appointed by the government to inquire into the construction of the Transcontinental railway is so wilfully partisan and misleading as to be wholly unreliable; that the manifest object of the said commissioners was to misrepresent for party

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purposes rather than to investigate in the public interest, without regard to the serious consequences to the country or this great national undertaking; and that for the appointment of such commissioners, and for accepting and endorsing their report, the government deserves censure of this House, 2036.

Guthrie, Hugh (Wellington South)—2312.

The initial mistake, the overmastering blunder which the government did make was in its selection of the personnel of that commission, 2313. While the powers of the commission were very broad, they have, themselves, limited the scope of their operations to the 1st October, 1911. In other words, all that they sought to investigate were the doings of the other fellows, 2314. The letting of contracts by the late commissioners dealt with, 2315-17. The Transcona shops and the question of momentum grades. What is the history, 2317-19. So they have charged as unwarranted expenditure \$1,835,051 on that score. Then they have charged that the contractors, on contracts 14, 15 and 16, charged as loose rock many yards of ploughable clay which should have been classified as common excavation. They say there has been a loss of \$750,000 on that account. Then for overbreak they say there has been a loss of \$677,866, making a total of about \$3,300,000 under these three heads, 2320. There is absolutely no foundation for the findings in this report. It is the purest kind of buncombe when you come to read it, 2321.

Hughes, J. J. (Kings, P.E.I.)—2214.

There ought to be some way for the plain citizen, the ordinary man, the ordinary taxpayer of this country, to grasp at least the fundamental features of the case. I will endeavour to find that way and to follow it, 2214. What was the arrangement entered into with the Grand Trunk Pacific. But it is easy for the ordinary man to see that if all this graft that is charged has taken place all these men must be guilty. What is the government going to do about it, 2215. If that report be true and the statements made by the members who have spoken on the opposite side be true, this government is aiding, abetting and shielding rascals and is equally guilty with them. That is what the people who pay their taxes want to know, and the government are not going to get away from that. These men prepared a report, and, if it be not true, then it is a slanderous report, which is being circulated by the government throughout the country, 2216. The whole thing appears to have been a conspiracy for the purpose of discrediting the late government, and degrading the National Transcontinental railway, regardless of consequences, 2217.

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Kyte, G. W. (Richmond, N.S.)—2138.

The Morine Commission and futility of its work referred to, 2138-9. It is well known that for many years Mr. Parent had been an active director of railways in the province of Quebec, 2139. Winnipeg Telegram quoted, 2140-41. It was said that the expenditure upon the construction of the road would be materially reduced if a change were made, 2141. Mr. Cahan quoted in regard to report of commission, 2142. Extract from speech of Mr. Borden, 1903, and other quotations, 2143. Extracts from speeches of leading men and newspapers quoted, 2144-47. Partisans of the government have stated that the report was amply justified by the evidence. The most that can be said is that the road cost more than was estimated. Reference made to former Conservative government in cases where expenditure was not within the estimate, 2147-8. Press of Britain quoted with regard to expenditure from 1891 to 1896, 2148. Mr. Balkam's evidence from report quoted, 2149.

Macdonald, E. M. (Pictou)—2268.

We are told by hon. gentlemen opposite that, when this proposition came before Parliament, the then Premier of Canada told the Canadian people that the railway would cost only \$13,000,000, and that the then Minister of Finance said that it would cost only \$61,000,000. Let us consider for a moment the truth of these allegations and how far this question of cost entered as an element into the consideration of Parliament when it passed that Act in 1903, 2269-70. Why did hon. gentlemen not have a parliamentary investigation if they believed that an investigation was necessary? Why did they not appoint a special committee of the House of Commons to deal with the matter, and to deal with it in the clear light of day? 2271. These two gentlemen were selected to save the face of the Conservative party after the failure of Morine, and what they have given to this country is not a judicial finding or determination, but a political pamphlet, nothing more or less, 2272. The commissioners had not the audacity or nerve to allege that there had been any corruption in regard to the construction of the railway, 2273. The commissioners report, the Prime Minister and others quoted, 2274. The commissioners did not care whether the terminals were in Canada or not. If the estimate made is correct then this government is responsible for an expenditure of at least \$67,000,000, 2275. Let us look at one or two other features of this report, 2276-9. Quotes from evidence in Lumsden investigation, 2278-80. Let us analyse some of the other assertions made by these gentlemen, in order to see how anxious they were to find some grounds for alleging over-expenditure, 2281-2. No weaker document ever came before this Parliament, 2282. What has

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this government done in the last 2½ years—marked time, initiated nothing, and proposed nothing for the upbuilding of this country. He has created commissions to bring in reports which injure Canada at home and defame her abroad, 2283.

Meißen, Hon. Arthur (Solicitor General)—2085.

Appointment of commissioners defended, 2086-8. Mr. Graham thinks that a very serious wrong was done because this commission did not examine Mr. Charles Young on the question of the Winnipeg terminals, 2088. What nonsense it is, says Mr. Graham, to suggest that the Liberal government should appoint practical men, either in constructing or operating, to take charge of a great national undertaking, such as the building of a railway, 2089. The entrance of N.T.R. into Winnipeg described, 2090. This report itself takes exception to another feature of the Transcona shops, and I want to know what the ex-Minister of Railways has to say about that, 2091. There is no fault to be found with Mr. Hodgins' report, and not a line or a letter in it conflicts with the report of Gutelius and Staunton, 2092. It will be seen that a very different policy is in vogue for the shops at Quebec, 2092. Mr. Graham said that all our estimates in connection with the cost of the transcontinental project are futile. The cost of the road and the miscalculation of Mr. Graham exhaustively dealt with, 2093-5. The feature of the case I wish to present is that in estimating the money that should be spent on a railroad some regard should be had to reasonable expectations of traffic after the road is completed, 2096. It is well that we should grasp what momentum grades really mean. What are these momentum grades, 2097-2103. Mr. Graham maintains that everything was all right in the way of tenders; I will follow up one or two in order to ascertain whether or not the remarks were justified in relation to them, 2103-07. Sub-letting referred to. Nobody objects to the principle of sub-letting if properly applied, 2107-8. On the question of momentum grades it has been clearly established that a loss of \$6,200,000 has resulted. Curvature grades. They determined in advance on a 6 degree curve as the maximum no matter what the cost to the country, 2108. Letter of Alexander Ferguson quoted *re* curves, 2109-10. There is the report of an engineer who worked under the late government and who works under this, 2110. Paper produced by Mr. Graham read by Mr. McPherson before some society in England criticised and errors pointed out, 2111. The evidence of Mr. Graham on the loss in construction of engine houses and trestles and the subject of overbreak dealt with, 2112-15. Mr. Graham tells us that the commissioner's report is entirely wrong in its conclusion on the Cap Rouge viaduct, 2115. I come now to the question of the Chaudière cut, 216. The Gute-

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lius-Staunton report does no injustice to the G.T.P. in disclosing the actual facts, and stands unmolested and undisturbed by the attacks of Mr. Graham, 2117. This is the essential finding of that report that stands and will stand, 2118.

Lachance, Arthur (Quebec Centre)—2227.

In reply to the insinuations of Mr. Sevigny Mr. Bergevin's affidavit is quoted, 2228-9. I want to point out under what conditions and circumstances the investigation and report were made and the position of the political parties on that matter, 2229-30. This is an *ex-parte* enquiry, just as if an accused person were to be tried without being granted the privilege of filing a plea and empanelling a jury, 2231. Improvements and works at Quebec under the late government referred to, 2232-3. Mr. March, and engineers quoted as to terminal site at Quebec, 2234-5. If Quebec saw her hopes revived she owes it to the Liberal party, 2235. Where are the docks and where are the elevators—absolutely none, 2236. In the face of the change in grades we must conclude that our lot will result in costly and almost useless buildings that will have served to lead us astray and to meduse us during the time required to plot our ruin and destroy our supreme hope, 2236. Mr. Cooper, Leonard and McPherson quoted *re* grades, 2237. All these facts constitute an enigma that has been undeciphered up to now, a latent hostility that works in the shadow detrimentally to the interests of Quebec, 2138. Letter of Mr. Chamberlain protesting against changes in grades quoted. The decision regarding the terminals at Quebec referred to and quotations given from Mr. Pelletier and Prime Minister, 2239-41. Letters quoted in regard to changes in terminal scheme, 2242. Quebec will be sacrificed; the victim is put to sleep to the sound of that gold with which a few monuments will be erected; they will remain empty; what they needed was the western traffic which they will not get, 2243.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2340.

Is this report reliable or not reliable? Is it true or is not true? Is it partisan or is it fair? That is the only question with which we have to deal at this moment. The fraud is discovered, the counterfeit is fully revealed in all its hideousness; and to that counterfeit the government have been accessories both after and before the fact, 2340. The commissioners criticised, 2341. Let us see how these commissioners performed their duty. The public was not admitted to their sittings; the press was excluded. We have the report in our hands to-day and it is an unblushing partisan libel; one feature stands out clear and true and that is that there has been no graft in the construction of the National Transcontinental

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railway. The only fault that they charge against us is that we have built too well, too substantially, with too much hope in the future, and too great faith in Canada. I say that in that report there are statements as to illegal expenditures made by the commissioners which not only cannot be maintained, but which are untrue and dishonest, 2343. The Transcona shops referred to and teleggrams and quotations cited, 2344-5. The Davis contract referred to and evidence from report quoted, 2345-6. But it is in the conclusion of their report especially that the commissioners show their animus and disclose the spirit which has inspired their conduct in this whole matter, 2347. It is not a rash prediction to say at this moment that within the life of men now sitting in this Chamber the greater proportion of the paper manufactured on the continent of America will be manufactured along that line of railway, 2348. The conclusion of report quoted and criticised, 2348. Could there be anything more partisan than this condemnation of the Transcontinental railway because 99 miles of it, or something like that, would not be productive of local traffic. Some time after the Conservative party came into office we learnt that the character of the road was degraded, and momentum grades had been substituted for the uniform grade specified in the contract, 2349-50. The terminals at Quebec. Circular of Mr. Parent quoted *re* terminals. What has been done since then? Three years or more have elapsed, and to-day, if I am correctly informed, the plans are not yet prepared for the building of a station at the Palais, 2351. I hold myself largely responsible for conceiving and trying to carry out the idea of a transcontinental railway on Canadian soil, the best and the shortest of all railways across the American continent. Responsibilities there are on this side, as responsibilities there are on that side also. On this side we have the responsibility for building; on that side they have the responsibility for destroying. Our responsibility we accept; theirs they cannot evade, 2352.

Loggie, W. S. (Northumberland, N.B.)—2256.

Every Liberal member from N.B. and Quebec have the utmost faith in the construction of the line between Lévis and Moncton. Mr. Lumsden quoted, 2256-8. Let me tell you, Mr. Speaker, what in my opinion are the results of the finding of the engineers, 2258. Is there any further proof that the Royal Commission, so-called, has presented to this country a partial, an incomplete, and unfair report. I think I have demonstrated that that report is wilfully partisan, that the commissioners have wilfully omitted things they ought to have put in the report and that they have given an over-drawn picture of other things which they have inserted in their report, 2259. They

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insinuate that the Grand Trunk Pacific condoned the overbreak because the Grand Trunk Pacific themselves were contractors. All they have substantiated is that the railway could have been built for less money by degrading it, 2260.

McCurdy, F. B. (Shelburne and Queens)—2243.

It is to be regretted that hon. members opposite have not given the country a clear concise and succinct statement showing why there has been such an appalling over-expenditure in connection with the construction of the National Transcontinental railway, 2243. Sir Wilfrid Laurier and Mr. Fielding quoted as to cost of N.T.R., 2244. The cost of N.T.R. estimated at end of, 1921. The hon. member for South Renfrew and other hon. members less responsible for the shocking over-expenditure in connection with the construction of the road, have expended much time in personal abuse of members of the investigating commission, 2245. Mr. Berrys railroad connections cited, 2246. This argument advanced by the ex-Minister of Railways, if it leads us anywhere, leads us to the conclusion that the case of over-expenditure is more serious than the report of the investigation commission would indicate. The system of letting contracts referred to and adversely commented upon and report quoted in this regard, 2247-48. The working out of the plan has more than justified the objections urged against the construction of the road by Mr. Blair in 1903, and so lightly attempted by his colleagues, 2248.

McKenzie, D. D. (Cape Breton North and Victoria)—2292.

Caustic criticism of the speech of Mr. Fowler, 2292-3. They have been in power for two years and a half and to this day they have not been able to put their finger on one fifty cent piece of the people's money spent under the late government that was not properly used, 2294. There is not in this report from one end to the other a particle of evidence which in the slightest degree supports the contention that only a single track railway should be built. Report quoted as to methods of awarding contracts, 2295-6. Engineers letters quoted *re* grades, 2296-7. Where would this work have been if the commissioners had not followed the advice of the best authority on engineering which this country put at their disposal, 2297. If the commissioners want to get at the real facts, why did they not call Mr. Butler, the man of all others who knew all about it and could give an opinion as to why they decided on an 0.4 per cent grade one way, and an 0.6 per cent grade the other, 2298. I rather think that when the people of Canada come to understand the genesis of this report, for which this country had to pay \$63,000, they will reach the conclusion that while the commissioners are ignorant on the subject of assembled rock, they are very astute upon the subject of assembled falsehoods, 2299. Reference made to the railway commissioners from

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Nova Scotia, 2300-01. Reasons given why the N.T.R. was started, 2301-5. The appointment of a commission and the obligations placed upon them by law referred to and extracts from the statutes quoted, 2305. This report has done more harm to the Dominion of Canada than can be remedied by any action the government might take. This was nothing but a hand-picked commission of biased, prejudiced men, with pre-conceived opinions as to the report they were going to make, 2306. That is the kind of commission, the kind of court, the kind of outfit with which they are going to blast the credit of Sir Wilfrid Laurier and the Liberal party itself, 2307.

Michaud, Pius (Victoria N.B.)—2161.

The commissioners chosen by this government to investigate the National Transcontinental could hardly have been chosen with a view to impartiality, 2161. Before the report of the commission was submitted to this House, a report was sent out by these two commissioners, to the Conservative press of Canada. The status of commissioners referred to, 2162. We in the East want to develop our country and our seaports. We need encouragement, and we want a road to bring the products of the West to the eastern seaports, and to carry goods coming from the old country to western Canada, 2163. There is no evidence, in anything that has been presented in the report of Messrs. Gutelius and Staunton, to show that the money which has been expended upon this road has not been expended honestly, 2164.

Middlebro, W. S. (Grey North)—2036.

What the people want to know is this: First of all, what was the object of this railway; secondly, what were the promises and representations made at that time by the government as to its cost; thirdly, what has been the cost of that railway; fourthly, what has been the reason of the excessive cost of the railway; and lastly, has the railway accomplished the purposes for which it was intended? I want to take up this question from two aspects. In the first place I will take up the representations made at that time by the Liberal Administration that this railway could be built for \$13,000,000, 2037. Sir Wilfrid and others quoted in this regard, 2037-40. Now let us see in detail what the railway is to cost the country, taking it from a capital point of view, that is the cost of the railway itself to Canada, 2041-5. Take it in any shape you like, and you find yourself in this remarkable position, that, while you are building the Transcontinental railway for the purpose of cheapening rates, it has cost more than double what the Canadian Pacific railway has cost, and we have been complaining that the rates on the Canadian Pacific railway are too high. I think I am safe in assuming that by the construction of the Transcontinental railway we will get no relief from high

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rates in the West. Let me see what has been the reason for the excessive cost of construction of the eastern section of the Transcontinental railway, 2045. O'Brien's evidence quoted in regard to Davis contract and classification, 2046-8. Mr. Lumsden said his opinions were smothered and overridden, and he resigned because he was standing by the country and trying to resist the demands of the contractors. Mr. Halliday and Mr. Dick quoted as to classification, 2049-50. Wooden trestles and the Transcona shops referred to, 2050.

Oliver, Hon. Frank (Edmonton)—2189.

This debate, based on this report, has emphasized the idea that Canada has received at the hands of the late government a great constructive enterprise and there is no suggestion that a dollar of the peoples' money went to private or party interests, 2189. Conditions recalled which called imperatively for the inception of this enterprise, 2190-1. The land sales of the prairie provinces, present and future production referred to, 2191-3. The farmers of the West in this year of hard times lost \$3,000,000 in cold cash. It was to overcome that condition that this G.T.P. enterprise was placed before the people of Canada, 2193. Distance over eastern section of the G.T.P. compared with distance from Winnipeg to U.S. ports, 2194-5. The transportation cost of a bushel of wheat from Winnipeg, 2195-7. If they will complete the G.T.P. as it was intended to be completed, the question of blockade will be solved without the erection of interior terminal elevators, 2197. The construction of that railway is the solution of the problem of the export of Canada's grain as far as it can be solved by the action of this government, 2198. Unless we can land our product at a figure to compete, we shall be put out of business so far as producing wheat for the world's market is concerned. I am sorry that our friends have so little confidence in the country or in the success of their policy and administration as to believe that there is not to be sufficient increase of business to provide traffic for this road, 2199. I think there is every reason to believe that the Grand Trunk Pacific will find the business to handle and will be able to do the business at a profit to the company, and to the benefit of the country, 2200. This government held the deposit money and the drawback money and if they paid out money that should not have been paid out, they are responsible and not the late government. The report has been characterized as partisan; it is so partisan that it discredits itself, 2201.

Power, William (Quebec West)—2248.

When I recollect the debates in this House in 1903 and the campaign of 1904, I am not surprised at the report brought in by the star chamber commission appoint-

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ed by the hon. gentlemen opposite. Even if the cost has exceeded the estimate, I ask my fellow members not only from the province of Quebec but from all parts of Canada, if our country is not the gainer by the carrying out of this great enterprise? 3249. It is not alone our mineral and forest wealth that will be turned to good account in consequence of the construction of this great Transcontinental railway, but in the valley of the Harricanaw we have acres and acres of virgin soil which will in the near future be developed by the younger element of the province of Quebec, 2250.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1957.

Statement of canal system, the work going on and the expenditure, 1957-8. Statement *re* operation of, I.C.R., 1959-62. Statement *re* Hudson Bay railway, 1962-4. The National Transcontinental railway. The total expenditure from the inception of the work of construction between Moncton and Winnipeg up to December 31, 1913, has been \$140,562,147. Detailed statement given. During the entire period of fifty years, this loss will amount to \$908,687 per annum, or a total of \$45,433,900 for the entire term of the lease, 1964. Statement of the western division of the system from Winnipeg to Prince Rupert, 1965-6. A report has been submitted to the House of an investigation conducted by two commissioners appointed to go closely into the construction of this road to ascertain whether the vast sums of money which have been expended have been expended in the interests of the public and economically and in a business way. This investigation demonstrates that through gross carelessness, and incapacity of the Railway Commission the country to-day is suffering a loss of some forty millions of dollars, 1967. This restriction on competition is particularly noticeable on nine of the contracts, for which there were not more than two tenderers, and for one of which there was only one, and had the result of providing unduly large profits for the eleven contracting firms among which the 1,800 miles of railway construction were divided, 1968. Under the heading of 'Loose rock' the contractors received \$750,000 more than they should have received. Momentum grades were not introduced, and as a result \$6,200,000 was needlessly expended. Curvatures, wooden trestles, engine houses, grades, right of way and Transcona shops referred to and the loss to the country given in each, 1969. It is to be regretted that the project has turned out as it has, for the reason for the construction of the railroad, as stated by the then Prime Minister, was to be the reduction of freight rates, is totally defeated, and instead of being able to reduce the rates to the people, if this road is to earn any portion of the interest on the money invested, I fear reduction of freight rates will be extremely difficult, 1970.

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Seigny, A. (Dorchester)—2218.

The commission reports that in this undertaking a sum of forty millions was spent uselessly. Public indignation has been raised in the country against the Liberal party responsible for this unqualifiable abuse, 2218. This road, which was to cost us \$13,000,000, according to the formal promise made to the people of Canada, will cost us the enormous sum of \$224,000,000, and here are the official figures to prove it, 2219. This is the way we own this road which was to be ours, according to the reiterated promises of the Liberal politicians, 2220. I shall take this opportunity to submit to the House what has happened, to my personal knowledge, in the district extending eastward from the Quebec bridge, in the counties of Lévis, Dorchester, Bellechasse and L'Islet, 2221-4. Refers to what late government did in connection with certain transactions in the city of Quebec and quotations from report cited, 2225. The Martineau ice house, the shops at Cap Rouge referred to, 2226-7.

Sharpe, Sam. (Ontario North)—2202.

We have every reputable engineer condemning that branch of the N.T.R. from Moncton to Quebec, 2202. The report is based upon the sworn testimony of expert witnesses and with one exception these were all employed by the Liberal party, so that the late government is convicted out of the mouth of its own officials. Are the findings in that report justified by the evidence, if so, the personnel of the commission is a secondary consideration, 2203. The purpose of the commission was to investigate and pass upon the facts and if the bare disclosure of the facts in this case discredit the Liberal party, then so much the worse for the Liberal party, 2204. Language cannot be found to adequately characterize the folly of the late government in building this portion of the line, 2205. The people suspect that this road was projected with a view to allowing a few liberal favourites to exploit the public resources and enrich themselves at the country's expense. Who were the original shareholders and what was their investment in this enterprise. It must seem almost incredible when the figures are given showing the extent to which these men invested their personal resources and the risk they took, 2206. Extracts from speeches of the leader of the opposition, the Prime Minister, the ex-Minister of Railways, Mr. Blair, quoted, 2207-9. Every expression of opinion in that report is verified and amplified by the best expert opinion on the continent of America. The very completeness of the report dumfounds the opposition, 2210. Instances given where the experts were overruled by the commission or by the minister, 2211. Extracts of evidence from report quoted, 2212-13. The commissioners have thoroughly investigated this whole road; they have examined the contract; they have examined and cross-

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examined the witnesses and have made their report, 2214

Speaker, His Honour the—2273.

The word "audacity" is hardly parliamentary, 2273. The expression 'cheap-pack talk' is not proper in this House, 2300.

Turgeon, O. (Gloucester)—2164.

The report of Gutelius and Staunton was made for the purpose of misleading the public. The Conservative party always want some kind of a cry to delude the people and now their cry is that millions of dollars have been wasted in extravagance by the late government, 2165. Extracts from report quoted in regard to momentum grades, &c., 2166. Sir Sandford Fleming quoted, 2167-8. For 15 years the people of those provinces have been paying enormous freight rates to enable the C.P.R. to become the gigantic railroad that it is to day, 2169. While the National Transcontinental railway shortens the distance between Winnipeg, St. John and Halifax, and while it develops the portion of the country through which it passes, it at the same time contributes to the welfare of Canada as a whole, 2170. The Montreal Gazette quoted in regard to the N.T.R., 2171. We have there immense virgin forests and water-powers of all kinds, which will cause to arise every possible industry all along the railroad, 2172. Think, Mr. Speaker, of a proposal of momentum grades under the climatic conditions of Canada for the transportation service of the great cities of Canada to-day, which are to be much greater in a few years, 2173. I feel sure that when the people of Canada have seriously considered the false theories of railway construction advanced in the report and the advantages which the liberal party has given to the people of the country at large, they will say to Mr. Borden that he should never have made public that report, that he should have studied it more carefully before he allowed it to be circulated, 2174.

NATIONAL TRANSCONTINENTAL ACT AMENDMENT.

House in committee on Bill No. 224.—Mr. Borden, 4838.

Borden, Rt. Hon. R. L. (Prime Minister)—4838.

Explains motive of Bill, 4838. Under the circumstances, I could hardly agree with my right hon. friend as to the difficulty in respect of terminals in the meantime. It will be found that these terminals will be ready by the time the roadbed and the necessary accessories are completed in such a way as to permit the operation of the road, 4840. If it should prove that Major Leonard is unable to continue in the discharge of his duties by reason of his own personal affairs, the government would be face to face with one of two alternatives: either to appoint a commissioner in succession to him, or to have

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the Minister of Railways and Canals take over the work, 4842. I can assure my hon. friend that his mind need not be disturbed by any such suspicion as that which seems to haunt it. This legislation was not promoted nor asked for by the Grand Trunk Pacific. It is designed to strengthen the hand of the government rather than otherwise, 4855.

Foster, Hon. G. E. (Minister of Trade and Commerce)—4859.

Refers to Mr. Macdonald's speech as a delightful piece of badinage and to Mr. Graham's as an excellent exhibition of his power to put out rumours when he cannot get facts or arguments. There is not a shadow of a chance of the present Minister of Railways vacating his office, and that being true, I am sorry there is not a chance of the Minister of Marine and Fisheries (Mr. Hazen) getting into his shoes, 4859.

Graham, Hon. G. P. (Renfrew South)—4840.

I am inclined to think that this Bill might have a short title, 'A Bill to dispense with the services of Major Leonard.' Without any frills as to the details, I really think that is what it is for, from information that I have had coming to me for the last three or four months, 4841. Reference made to the retirement of the Minister of Railways and Canals, 4858.

Lachance, A. (Quebec Centre)—4846.

For three years wonderful things have been promised to Quebec, but Quebec is still awaiting the fulfilment of any one of those promises. L'Evenement quoted, 4847-50. Letters quoted, 4850-1.

Lapointe, E. (Kamouraska)—4853.

Le Devoir quoted, 4853.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4839.

There is no doubt whatever that the roadbed will be completed this season; in fact it was to have been completed ere this. But the road will not be finished simply because the roadbed is ready; terminals and various other accommodations will be necessary, 4839-40.

Lemieux, Hon. R. (Rouville)—4844.

Quebec Chronicle quoted, 4845.

Macdonald, E. M. (Pictou)—4856.

Refers to the rumours of discord between the government and Major Leonard, 4856-8.

Pelletier, Hon. L. P. (Postmaster General)—4852.

The hon. member for Quebec Centre and the right hon. leader of the Opposition have repeated what they have seen in the newspapers with regard to this matter. The Liberal papers of Quebec are full of

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AMENDMENT—*Con.*

complaints. They find fault with everything; they say that the new arrangement for the terminals, which received the approval of the people of Quebec, of the city council and of the board of trade, has not been approved by the Grand Trunk Pacific Railway Company, 4852. Having devoted a great deal of thought, time and labour to this matter with a view of bringing it to a final issue, I know exactly how it stands, and I repeat that my hon. friend made a huge mistake when he accused this government and Major Leonard of not fulfilling the contract to which he refers, 4853.

Pugsley, Hon. Wm. (St. John City)—4854.

I protest against the section. The Grand Trunk Pacific must in the interests of Canada, and more especially in the interests of Quebec and the Maritime provinces, operate the whole line from Winnipeg to Moncton or no part of it, 4855.

NATIONAL TRANSCONTINENTAL RAILWAY—PROPOSED OPERATION OF EASTERN DIVISION.

Inquiry.—*Mr. Pugsley*, 5033.

Pugsley, Hon. Wm. (St. John City)—5033.

Has my hon. friend the acting Minister of Railways learned yet whether the question of having the Grand Trunk Pacific Railway Company enter into a lease for the operation of the eastern section or the section in New Brunswick, has been taken up with the Grand Trunk Pacific, and with what result, 5033.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5033.

The matter has been discussed verbally between the minister and the president of the Grand Trunk Pacific, 5033.

NATIONAL TRANSCONTINENTAL RAILWAY.

Motion.—*Mr. Pugsley*, 5072.

Borden, Rt. Hon. R. L. (Prime Minister)—5099.

I wish to say a few words in answer to some criticisms that have been made as to the course of the government in connection with the National Transcontinental railway, 5099. Letter of Grant, chief engineer, quoted *re* grades, 5100. Therefore, when my hon. friend suggests that the government should accept the advice of the Grand Trunk Pacific engineer instead of the advice of their own engineer, he is suggesting to the House that they should accept that advice in respect of a matter which the government was to judge and which the Grand Trunk Pacific Railway Company was not to judge, 5101. Terminals at Quebec referred to, 5102-6.

NATIONAL TRANSCONTINENTAL RAILWAY—*Con.*

Lachance, Arthur (Quebec Centre)—5096.
Replies to Postmaster General, 5096-9.

Rogers, Hon. Robert (Minister of Public Works)—5078.

Reference made to the incompetency and maladministration in respect to the construction of the N.T.R., 5079-83. Claims that the present administration have same policy in every part of the Dominion for the development of national ports and all other great national undertakings, 5083-4.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5084.

Replies to Mr. Rogers and criticises the government in respect to its policy in the completion of the N.T.R., 5084-90.

Pelletier, Hon. L. P. (Postmaster General)—5090.

The right hon. gentleman has made a very eloquent plea indeed. He has practically confined his remarks to the Quebec situation, but has touched en passant on the question of the so-called degradation of the road, 5090. Any one who had seen the proposed site, any school child, would come to the conclusion that it was absolutely impossible to erect a big railway station at that point, 5091. In speaking as I do to-night I know as well as any one can know that in locating those shops at St. Malo we have met the views and desires of almost every good citizen of Quebec, and particularly of the electors of Quebec East, who are represented by this very gentleman who fights against the unanimous desire of his own electors, 5092-5.

Pugsley, Hon. Wm. (St. John City)—5072.

Motion explained, 5072-8.

NATURALIZATION ACT AMENDMENT.

Inquiry.—*Mr. Macdonald*, 2312.

Doherty, Hon. C. J. (Minister of Justice)—2312.

I expect to be able to introduce that Bill in a few days. It is now being prepared, 2312.

Macdonald, E. M. (Pictou)—2312.

Calls attention to press despatches that Bill embodying this principle has passed the house of lords, and asks if it is proposed to introduce the Bill in this Parliament during present session, 2312.

NAVIGABLE WATER PROTECTION ACT AMENDMENT.

Bill introduced.—*Mr. Clements*, 343.

Clements, H. S. (Comox-Atlin)—343.

The Bill has special reference to tidal waters of Pacific coast, 343.

NEW GOVERNOR GENERAL.

Inquiry.—Mr. Emmerson, 3454.

Borden, Rt. Hon. R. L. (Prime Minister)—3454.

Announces appointment of Prince Alexander of Teck to succeed His Royal Highness as Governor General, 3454.

Emmerson, Hon. H. R. (Westmoreland)—3454.

Asks if any official information has been received in respect to appointment of Governor General to succeed the present incumbent of the office, 3454.

NEWFOUNDLAND SHIPPING DISASTER.

Proposed aid for sufferers.—Mr. Borden, 2517.

Borden, Rt. Hon. R. L. (Prime Minister)—2517.

Refers to the appalling disaster to those engaged in the sealing industry. Telegrams quoted. Nearly 250 lives have been lost. Announces that the government purpose submitting to Parliament an appropriation of \$10,000 in aid of the sufferers, 2518.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2518.

On this side of the House we shall be happy to join with my right hon. friend in extending the sympathy of the Dominion in the practical manner he has suggested, 2518.

Proposed aid for sufferers.

Statement.—Mr. Borden, 2995.

Borden, Rt. Hon. R. L. (Prime Minister)—2995.

Propose to increase grant from \$10,000 to \$25,000 for purpose of relieving those who have suffered in this way, 2995.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—

Circumstances justify the increase, and I have great pleasure in supporting it, 2995.

NEW MEMBERS.

Announcement.—Mr. Speaker.

Speaker, His Honour the.

Informs the House of the return of new members, 1-2.

NORFOLK AND ELGIN RAILWAY COMPANY.

House in committee on Bill No. 67.—Mr. Marshall, 1667

Lancaster, E. A. (Lincoln)—1667.

This is for a new charter, just struck out word 'or near' so as to make it definite, 1667.

NORTH SYDNEY HARBOUR.

House in committee on following resolution: Resolved, that it is expedient to repeal the Acts relating to the harbour of North Sydney, in the province of Nova Scotia, and transfer the property, rights and assets

NORTH SYDNEY HARBOUR—*Con.*

now held by the harbour commissioners to His Majesty, and that His Majesty do assume all the obligations and liabilities of the said commissioners.—Mr. Hazen, 1539.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1539.

The object of this measure is to abolish the board of harbour commissioners of North Sydney, 1539. Under this legislation the liabilities are assumed by and the assets are vested in the government. It is proposed that North Sydney, as far as dues are concerned, shall be placed upon the same footing as the port of Sydney, 1540.

McKenzie, D. D. (Cape Breton North and Victoria)—1540.

It is in the best interests of the harbour that these dues should be removed, 1540.

House in committee on Bill No. 104.—Mr. Hazen, 1791.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1791.

Bill is to abolish harbour commission at North Sydney. Collections can be made only twice on same ship in any one year, 1791. Have been considering whether it would not be better to abolish the fees altogether, 1793.

McKenzie, D. D. (Cape Breton North and Victoria)—1791.

Refers to property of government called ballast ground in North Sydney, 1791. Trust that minister will give up the barbarous idea of charging a fisherman because he spreads his net on the breakwater, 1792.

NORTH SHORE POWER RAILWAY AND NAVIGATION COMPANY.

House in Committee on Bill No. 187.—Mr. Fripp, 4471.

Bristol, E. (Toronto Centre)—4472.

Does not see any reason to bother about the word 'limited,' 4472.

Macdonell, A. C. (Toronto South)—4471.

This Bill was dealt with thoroughly by Commons and Senate committee and no objection was made, 4471. No question was raised about the word 'limited,' 4472.

Pugsley, Hon. Wm. (St. John City)—4471.

Thinks it desirable that the word 'limited' should be added, 4471-2.

Reid, Hon. J. D. (Minister of Customs)—4473.

Cites cases where 'limited' is omitted, 4473.

Stevens, H. H. (Vancouver)—4473.

Calls attention to Acts without the word 'limited,' 4473.

NORTHERN TERRITORIAL RAILWAY COMPANY.

Further consideration in Committee of Bill No. 91.—Mr. McKay, 2175.

NORTHERN TERRITORIAL RAILWAY COMPANY—*Con.*

McKay, James (Prince Albert)—2175.

As it is now definitely settled that the harbour will be at Port Nelson, I presume the road will start from there, 2176.

Olver, Hon. Frank (Edmonton)—2175.

Where is this railway to be located, 2175.

OCEAN RATES COMMISSION.

Inquiry.—*Sir Wilfrid Laurier*, 971.

Foster, Hon. G. E. (Minister of Trade and Commerce)—971.

If the report has not been laid on Table it will be at next meeting, 971.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—971.

Asks if report of Mr. Drayton has been laid on Table, 971.

OFFICE OF DEPUTY SPEAKER.

Motion.—*Sir Wilfrid Laurier*, 1362.

Borden, Rt. Hon. R. L. (Prime Minister)—1365.

In Great Britain it is not the custom to contest the election of Speaker in his constituency, 1365. Speaker in this country is placed in a somewhat peculiar position in not being expected to pay attention to own riding politically. Quotation on, 1366. Am quite desirous of not dealing with this matter in a partisan way, 1367. Best course seems to me is to surround the Deputy Speakership with same tradition of custom as applied to the Speakership. If rules are promulgated, should be carefully considered, 1368.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1362.

In my opinion matter is one of privilege. One of the most important rules is to effect, that the Speaker, shall not take any part in parliamentary contest, 1362. Refers to what Mr. Redlich says, 1363. Lay down the principle that same rules which apply to Mr. Speaker should apply to Deputy Speaker, 1364. Think it would be a safe rule to adopt that Deputy Speaker should also be debarred from taking part in any political contest, 1365. Deputy Speaker has thought it within his privilege and power to take part in an electoral contest, 1369. Think debate will have effect of suggesting to Deputy Speaker, less activity in these matters, 1370.

Speaker, His Honour the—1362.

In case of a notice on Order Paper it cannot be taken up except in regular course, 1362. If there are any other members who desire to speak on this subject must do so before member who moved resolution replies, 1368.

OFFICIAL DOCUMENTS IN FRENCH.

Attention called.—*Mr. Lemieux*, 4434.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4434.

I will take steps, however, to ascertain the truth of the statement made by *La Patrie*; and if such orders were given, I will see that they are countermanded at once, 4434.

Lemieux, Hon. R. (Rouville)—4434.

I saw last night by *La Patrie*, of Montreal, a good Conservative organ, that Mr. Tremaine had sent instructions to the officials of the agency, and the captains and crews on board the government steamers at Quebec, that all their reports should be made in English, 4434.

Marcil, Hon. Charles (Bonaventure)—4434.

Complains of return asked for, being translated and sent to him in English, 4434.

OFFICIAL DOCUMENTS IN FRENCH.

Statement.—*Mr. Hazen*, 4523.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—4523.

Refers to *La Patrie* report brought up by Mr. Lemieux that all reports would have to be made in the English language, 4523. Telegram and letter quoted and explanation offered, 4524.

OKA POSTMISTRESS.

Statement.—*Mr. Pelletier*, 3505.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3505.

As far as I am concerned I spoke under a misapprehension, 3505.

Lemieux, Hon. R. (Rouville)—3505.

I am glad to congratulate the Postmaster General on what he has done, 3505.

Pelletier, Hon. L. P. (Postmaster General)—3505.

Refers to statements which he quotes made by Sir Wilfrid Laurier and Mr. Lemieux. As a matter of fact I asked Parliament to vote \$1,000 for this poor woman and that amount has been voted and paid, 3505.

OLD AGE PENSIONS.

Motion:

That in the opinion of this House an old age pension system for Canada should be inaugurated.—*Mr. Kyte*, 1333.

Alguire, D. O. (Stormont)—1352.

Public in Canada have very positive opinions about many questions. Fact is old age pension system was forced upon New Zealand by the condition of the country, 1352. Canada is not prepared to-day by any public sentiment for old age pensions. This proposal does not solve the great question of poverty, 1353.

OLD AGE PENSIONS—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—1345.

The evidence was all reported to the House at the conclusion of the session, 1345.

Burnham, J. H. (Peterborough West)—1340.

The principle underlying old age pensions is right and good, 1340. This is not the time to press home all our arguments and all our evidence with a view to the consummation of our scheme. Reads portion of evidence taken, 1341-2. The overwhelming trend of the evidence in an industrial way was in favour of the old age pension system which has been mentioned, 1342. The old age pension system has universally proved to be of the greatest possible service, 1343.

Carroll, W. F. (Cape Breton South)—1343.

Old age pensions must be viewed differently here than England because Canada has no general poor law, 1343. At the present time there is a ripened and matured public opinion in this country on the question of old age pensions, 1344. The consensus of opinion of farmers from Ontario in favour of scheme. In Quebec the feeling seemed to be that it was too much of charity and that they would not accept it themselves, 1345. An approximate given of number of possible pensions in England, 1346. I ask the Finance Minister, in the name of the deserving poor of this country, to take this matter into immediate consideration, 1347.

Graham, Hon. G. P. (Renfrew South)—1353.

Question, 'Am I my brother's keeper?' is before us as a nation we have to answer it, 1353. Have our aged and deserving poor in this country, and it is no disgrace that we have. It is a large question and touches the innermost feelings of every man who believes in the brotherhood of man, 1354.

Kyte, G. W. (Richmond, N.S.)—1333.

The subject is one of such great importance that sooner or later the time must come when some government will be obliged to deal with it. Systems of old age pensions have been adopted in various countries which he names. Banks, governments, etc., in Canada which have adopted the pension system given, 1334-5. Evidence from Pension Committee of last year quoted, 1335-6. Statistics given for providing for the aged in Ontario, 1336. One of the chief objections urged against the system of old age pensions in this country is the excessive cost, 1337. The time has come when some federal assistance ought to be given towards the support of the aged people in the Dominion, 1338. All over this country examples might be given to show the absolute necessity there is for providing for people in their old age, 1339. The time has come when a practical system of old age pensions ought to be adopted by parliament, 1340.

OLD AGE PENSIONS—*Con.*

Macdonald, E. M. (Pictou)—1347.

This proposed system of old age pensions in Canada and its discussion in this House can never be said to be ill-advised. The details of the British Acts and Australian gone into, 1348-50. What is our position in Canada, 1350. The object of this pension is to eliminate the pests of society, those who do not work. The plain people of this country are no different from the plain people of any other English speaking country, 1351. I would say to the Finance Minister that his duty in this respect has become almost imperative and that he will be remiss in his duty if he puts off dealing with it until a later session, 1352.

Speaker, His Honour the,—1344.

Quoting and commenting on evidence taken before a committee that has not reported is distinctly irregular, 1344. Of course if the evidence was reported from time to time it is then available, 1345.

White, Hon. W. T. (Minister of Finance)—1354.

Have a friendly attitude towards any legislative proposal of this kind, 1354. In Canada we have had this problem different from any other country. Do not think that a system of old age pensions would in any way discourage thrift, 1355. Do not believe that Australia has had the problems Canada has been confronted with, 1356. Problems to-day is the fair distribution of wealth, 1357. Under conditions mentioned financial side of matter does become important, 1358.

ORDER IN THE CHAMBER.

Speaker, His Honour the, 4370.

Calls attention to noise in the House and suggests that speakers should speak a little louder and those compelled to indulge in conversation should do so in a lower tone of voice, 4370.

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

House in committee on Bill No. 17.—Mr. Fripp, 764.

Lancaster, E. A. (Lincoln)—764.

The bill is a renewal, 764.

Oliver, Hon. Frank (Edmonton)—764.

Asks for Bill to be explained, 764.

OTTAWA AND UNGAVA RAILWAY COMPANY.

House in committee on Bill No. 37.—Mr. Chabot, 992.

Lancaster, E. A. (Lincoln)—992.

This is an additional power for the company, 992. It was incorporated in 1910 and renewed in 1912. Explains where road runs, 993.

OTTAWA AND UNGAVA RAILWAY COMPANY—*Con.*

Lemieux, Hon. R. (Rouville)—992.

I would like to have an explanation of the Bill—the capital involved, the total length of the line, etc. We are entitled to some further explanation, 993.

PACIFIC DEFENCE FORCES.

Inquiry.—*Mr. Graham*, 1751.

Borden, Rt. Hon. R. L. (Prime Minister)—1751.

No communication on the subject, 1751.

Graham, Hon. G. P. (Renfrew South)—1751.

Calls attention of Prime Minister to newspaper despatch which he quotes and asks if any explanation can be given, 1751.

PACIFIC, PEACE RIVER AND ARTHABASKA RAILWAY COMPANY.

House in committee on Bill No. 26.—*Mr. Bennett* (Calgary), 992.

Lancaster, E. A. (Lincoln)—992.

This being a new charter the provisions of the Railway Act apply to it. They will have two years to commence and five years to complete, 992.

PACIFIC TRANS-CANADA AND HUDSON BAY RAILWAY.

House in committee on Bill No. 142.—*Mr. Douglas*, 2921.

Morphy, H. B. (Perth North)—2921.

When this Bill was in committee I took an objection to the name of the company, 2921

Oliver, Hon. Frank (Edmonton)—2921.

I do not know if anybody in the House knows anything about this Bill, 2921.

House in committee on Bill No. 142.—*Mr. Douglas*, 2948.

Lancaster, E. A. (Lincoln)—2948.

Have passed Bill from Senate as printed without any amendment, 2948. Minister of Railways will have to deal with question in approving the route map, 2949.

Oliver, Hon. Frank (Edmonton)—2949.

Would like committee to amend charter in order to make railway run through Athabaska Landing, 2949.

PARCEL POST AND THE FRANKING PRIVILEGE.

Inquiry.—*Mr. Proulx*, 621.

Pelletier, Hon. L. P. (Postmaster General)—621.

The Postmaster General himself will not have the right to frank a parcel. Everybody will have to pay postage, 621.

Proulx, E. (Prescott)—621.

Do the new parcel post regulations affect the privilege of franking parcels, 621.

PATENT OF AUTO WHEELS, LIMITED.

House in committee on Bill No. 78.—*Mr. Fisher*, 1668.

Burrell, Hon. M. (Minister of Agriculture)—1669.

Think there is much good reason for private legislation in this case, if it is justified at all in others, 1669.

Fisher, J. H. (Brant)—1668.

There are no other rights to be affected by Bill. A communication with some particulars on, 1668-69. Members of committee were unanimous in reporting Bill, 1669.

PATENT OF JOHN ARNOLDI.

House in committee on Bill No. 143.—*Mr. Macdonell*, 2948.

Burrell, Hon. M. (Minister of Agriculture)—2948.

This is a patent against whose renewal our department raise no objection, 2948.

PATENT OF NATIONAL WOOD DISTILLING COMPANY.

House in committee on Bill No. 66.—*Mr. Clements*, 1668.

Burrell, Hon. M. (Minister of Agriculture)—1668.

So far as department is concerned, it raises no very strong objections on evidence placed before committee, 1668.

Oliver, Hon. Frank (Edmonton)—1668.

Should be a complete explanation of Bill, 1668.

PATENT OF THOMAS LEOPOLD WILLSON.

House in Committee on Bill No. 130.—*Mr. Fripp*, 2918.

Carvell, F. B. (Carleton, N.B.)—2919.

The way these patent Bills are railroad through Parliament is trifling with justice and with the rights of the people, 2919. I am satisfied my hon. friend is labouring under a misapprehension of the law. Sections of Patent Law quoted, 2920-1.

Fripp, A. E. (Ottawa)—2918.

There are eight patents involved in this. *Mr. Wilson* has been carrying out these patents near Ottawa, and has spent a quarter of a million dollars on them, 2918. We are doing no more than what the Patent Law allows us to do; apply to the commissioner, through this Parliament, for the right to renew these patents under section 44, which gives to any third person who applies for license and shows that he has been manufacturing in the meantime the right to occupy the field in the interim, 2920.

PATENT TO THOMAS LEOPOLD WILSON—
Con.

Oliver, Hon. Frank (Edmonton)—2918.

The fact that a Committee of the House has seen fit to pass upon a question of public and of private right does not relieve each individual member of the House of his responsibility in regard to that, 2918.

PAYMENTS TO NOVA SCOTIA PUBLISHERS.

Motion:

For a return showing the names of all printing and publishing companies, and newspapers in Nova Scotia to whom any sum of money has been paid during the calendar years 1912 and 1913 respectively, and the nature of the service rendered therefor.—*Mr. Maclean* (Halifax), 446.

PEACE RIVER TRAMWAY AND NAVIGATION COMPANY.

House in Committee on Bill No. 48.—*Mr. Bennett* (Calgary)—995.

Bennett, R. B. (Calgary)—995.

The capital was fixed at \$1,000,000 and the bonding power reduced from \$50,000 to \$30,000 per mile, which included the tramway and navigation part of the system, 996.

Lancaster, E. A. (Lincoln)—995.

The scope of the charter is not changed but the language of the Bill is made more direct and certain, 995.

Oliver, Hon. Frank (Edmonton)—995.

We are giving the company authority to build only for a distance of sixteen miles, 996.

PENSION TO GUARD'S WIDOW.

House in Committee on proposed resolution: Resolved, that it is expedient to grant from the first day of April, 1914, during her natural life, an annual allowance of \$500 to Mrs. Alice Joynson, widow of the late J. H. Joynson, in his lifetime a guard in the British Columbia penitentiary, who was killed in the performance of his duty.—*Mr. Doherty*, 3460.

Doherty, Hon. C. J. (Minister of Justice)—3460.

The Bill which it is intended to found upon this resolution provides an annuity of \$500 for Mrs. Alice Joynson, who is mentioned in the resolution, 3460. The present case calls for immediate action and justifies our dealing with it by itself, pending the adoption of a general system, 3461.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3460.

I would suggest that instead of dealing with isolated cases in this way it would be better to have a general law providing

PENSION TO GUARD'S WIDOW—*Con.*

that the widow and children of any man who loses his life in the performance of his duty shall be properly rewarded, 3460.

Lemieux, Hon. R. (Rouville)—3460.

I do not wish to offer any objection to the Bill, but I might remind the House and the leader of the government that the Minister of Justice is more generous than the Postmaster General, 3460.

McKenzie, D. D. (Cape Breton North and Victoria)—3461.

I certainly concur in what the minister has said, but there is just one thing I would like to ask, and that is whether any provision is made for the administration of this money, 3461.

PENSION TO GUARD'S WIDOW.

House in Committee on Bill No. 183.—*Mr. Doherty*, 3531.

Doherty, Hon. C. J. (Minister of Justice)—3531.

The purpose is to provide an annuity for the lady mentioned who is the widow of a man who was a guard in the British Columbia penitentiary, 3531. The man was earning at the time \$700 a year. We allowed Mrs. Joynson last year the salary for that year. Now, we are allowing \$500, 3532.

Oliver, Hon. Frank (Edmonton)—3532.

I endorse what the minister has done in this matter, 3532.

PERSONAL EXPLANATION.

Marcil, Hon. Charles (Bonaventure)—4370.

During the consideration of the Volunteer Bounty Act in committee last night I seem to have been misunderstood in what I said. What I intended to say was that if the government were not careful a great many more applications would be received for this bounty than from people who were entitled to it, 4370.

PETITION REJECTED.

Speaker, His Honour the—2840.

Prayer of petition of Guelph and Labour Council, if granted, would involve an expenditure of public money, it cannot be received, 2840.

PICTOU BANK.

Motion:

For a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Pictou Bank, and of all papers and documents relating to the winding-up of the business of the said bank.—*Mr. Macdonald*, 1696.

PICTOU HARBOUR BRIDGE.

Reference to—Mr. Macdonald—5363.

Macdonald, E. M. (Pictou)—5363.

I have just returned from my county and locally there are very great fears as to the conditions of the bridges between Pictou and Stellarton. What is proposed to be done with regard to that situation?—5363.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5363.

It was very important in the eyes of the general manager that the work be proceeded with at earliest possible moment, but I could not say in what position the matter is at the moment, not having discussed it for some time, 5363.

POLLUTION OF NAVIGABLE WATERS.

Motion:

That a Select Committee composed of Messrs. Baker, Béland, Boyer, Bradbury, Burrell, Hazen, Kyte, Lespérance, McKay, McCraney, Molloy, Murphy, Northrup, Sévigny, Warnock and Wilson (Wentworth), be appointed to inquire into the prevention of the pollution of navigable waters and to consider all matters relating thereto, with power to send for persons, papers and records, to examine witnesses under oath, and to report from time to time.—Mr. Hazen, 1740.

Borden, Rt. Hon. R. L. (Prime Minister)—1742.

Subject of motion is one that should come properly under the consideration of a Committee of House. Government of Canada is actively concerned in what has been done in Ottawa in that regard, 1743.

Bradbury, G. H. (Selkirk)—1745.

Question is of great importance and solution of which affects the health and lives of our people. Believe people would justify government if they took hold of matter and took it out of hands of the city, 1745. The Government that will legislate in a practical way to prevent the pollution of our streams will receive the commendation of the people, 1746.

Graham, Hon. G. P. (Renfrew South)—1742.

Seems that Government is not fulfilling its duty in postponing this matter any longer. The longer this matter is delayed, the more expensive it will be to the country, 1742.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1740.

Committee of this character was appointed at last session of House, 1740. Was pointed out that question of pollution of navigable waters is a matter for international consideration and agreement. Resolutions adopted referred to, 1741. Two Bills in regard to this matter are now before parliament, 1742. If this measure were adopted result would be that no

POLLUTION OF NAVIGABLE WATERS— Con.

raw sewage could be discharged into any navigable water in Canada. Refer to a statement, 1748. There are more things to be considered than question of preventing of sewage into streams. Government took step recommended by House, 1749.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1744.

Ought to take action immediately with regard to any waters over which we have jurisdiction. Only thing for us to consider now is whether or not we should give municipalities time to get rid of present systems, 1744. Let the Ottawa river be no longer polluted by sewage and we shall have the best water in the world, 1745.

Lemieux, Hon. R. (Rouville)—1750.

Moved that Bill No. 5, and Bill No. 106, letter B of the Senate, respecting the pollution of navigable waters, be referred to the said committee, 1750.

Maclean, W. F. (York South)—1746.

It is a serious proposition that federal authorities of a country like Canada must undertake to make good the water of various cities, 1746. Would like to have enunciated a clear-cut policy in matter, 1747.

Murphy, Hon. Charles (Russell)—1744.

Epidemics were not due to water of Ottawa river but were caused by sewage being put into water pipes, 1744.

Oliver, Hon. F. (Edmonton)—1746.

This matter is very important in western cities where water is sometimes scarce, 1746.

Pelletier, Hon. L. P. (Postmaster General)—1750.

Moved that Bill No. 5, Public Bills and Orders be now taken up, 1750.

Steele, M. (Perth South)—1747.

These Bills refer not only to Ottawa and St. Lawrence rivers, but to every stream in Canada. Cannot afford to have our municipalities experimenting in matter, 1747.

POLLUTION OF NAVIGABLE WATERS.

Motion to change personnel of Committee.—Hazen, 1910.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1910.

The committee is exactly as it was last session, 1910.

POLLUTION OF NAVIGABLE WATERS.

Report presented.—Mr. Bradbury.

Motion:

That the reports and proceedings of and the evidence taken by the Select Special

POLLUTION OF NAVIGABLE WATERS—
Con.

Committee appointed last session to consider Bills No. 2 and No. 116, letter A of the Senate, respecting the pollution of navigable waters and laid upon the Table on Monday, June 2, 1913, be referred to the Select Committee appointed to inquire into the prevention of the pollution of navigable waters.

That a message be sent to the Senate requesting Their Honours to give leave to the Hon. Napoleon Antoine Belcourt, one of their members, to attend and give evidence before the Select Committee appointed to inquire into the prevention of the pollution of navigable waters.—Mr. Bradbury, 2014.

PRIVILEGE.

Statement.—Mr. L'Esperance, 126.

L'Esperance, D. O. (Montmagny)—126.

Calls attention to articles in Ottawa Citizen and Montreal Gazette reflecting on his honour. Gives an emphatic denial to malicious charge, 127.

PRIVILEGE.

Statement.—Mr. Murphy, 257.

Murphy, Hon. Charles (Russell)—257.

Certain statements made by Postmaster General in regard to Bruce South election misleading and untrue. Mr. Pelletier's remarks quoted, 257. I did not make any appeal to the prejudices of any class of the community of South Bruce, 158.

Pelletier, Hon. L. P. (Postmaster General)—258.

I want to let the House know that I reported the facts as found in the newspaper, 258.

PRIVILEGE.

Attention called to newspaper article.—Mr. Law, 343.

Law, B. B. (Yarmouth)—343.

Article from Ottawa Journal read. No truth in this statement as far as it refers to me, 343.

Speaker, His Honour the,—343.

That is scarcely to be regarded as a question of privilege, 343.

Explanation.—Mr. Lemieux, 704.

Lemieux, Hon. R. (Rouville)—704.

Wish to explain some answers given by my hon. friend in regard to my trip in 1911, 704.

Speaker, His Honour the,—704.

Observation of Mr. Lemieux is scarcely in order. It is an explanation instead of a question of privilege, 704.

PRIVILEGE—*Con.*

Statement in yesterday's Toronto Globe.—Mr. Crothers, 707.

Crothers, Hon. T. W. (Minister of Labour)—707.

Statement is unfair and untruthful, 707.

Remarks of Minister of Militia.—Mr. Devlin, 1119.

Borden, Rt. Hon. R. L. (Prime Minister)—1121.

It is question that ought to be resolved in a very simple way. I think the Speaker has ruled correctly, 1121. If Mr. Devlin is willing to declare that the statement he proposes to make is within the rule laid down by the Speaker there ought to be no objection to his proceeding with that statement, 1122.

Devlin, E. B. (Wright)—1119.

Refers to remarks of Minister of Militia on 23rd which he quotes, 1119. I was proceeding to state upon what I based my allegation when Mr. Speaker said that I could not state my case to the House, 1121. Statement of question of privilege.

Hughes, Hon. Sam. (Minister of Militia and Defence)—1124.

The unloading upon the people of the bag at Farnham as a camp was engineered by Sydney Fisher. That is what I said before and that is what I say to-day, 1125.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1119.

My hon. friend was just stating a case. We should know what he is going to say before we say he is out of order, 1119. Appeals from ruling of Mr. Speaker on ground that Mr. Devlin was not allowed to make his case, 1120. I did not know to what point he was coming. My point is simply this whether or not we shall have the right of freedom of speech. The Minister of Militia made a grave allegation against a gentleman not a member of this House, 1122. The Minister of Militia said that this gentleman received a rake-off, 1124.

Meighen, Hon. Arthur (Solicitor General)—1121.

If Mr. Speaker has to wait until an hon. member has stated his whole case, what is the value of ruling out something that is already in, 1122.

Speaker, His Honour the,—119.

The hon. gentleman is out of order, and is violating two rules, 1119. The statement he was reading referred to an outsider, not to a member of this House, therefore he was making a statement which could only be supported by evidence coming from outside which evidence is not admissible in this House. The allegation was made not against a member of this House but a person outside of the House, and that it was untrue, 1120. Explanation of ruling, 1122.

PRIVILEGE.

Statement—Mr. Wilson—2016.

Borden, Rt. Hon. R. L. (Prime Minister)—2019.

I do not think there is any appeal from such a decision as the Speaker has announced and Mr. Wilson is making a great deal of fuss about a very frivolous matter, 2019.

Speaker, His Honour the,—2016.

The hon. member is out of order, 2016. Rule quoted, 2017-8. Clerk was instructed to put question on Order Paper, 2019.

Wilson, C. A. (Laval)—2016.

On Friday last I put in the hands of the officers of the House the following question, reading, 2017. What is the reason that it is not on the Order Paper, 2018. I appeal from Mr. Speaker's decision, 2019.

PRIVILEGE.

Statement—Mr. Hughes—2083.

Hughes, Hon. Sam. (Minister of Militia)—2083.

Calls attention to a despatch in the Montreal Star giving a statement of Mr. Greenwood in the House of Commons in England. I wish to state that I have not appointed a new commander-in-chief; there is no such office in existence, 2083. During the two and a half years I have been a Cabinet Minister I have never once violated the rules of the House, 2085.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2084.

The insinuation made by the Minister of Militia had reference to Mr. Pardee.

Pardee, F. F. (Lambton West)—2084.

I rise to a point of order, 2084.

Spedker, His Honour the,—2034.

The word was not a suitable expression and it ought to be withdrawn, 2084.

PRIVILEGE.

Statement—Mr. Chisholm (Antigonish)—2085.

Chisholm, Wm. (Antigonish)—2085.

I rise to a question of privilege to say that the Minister of Militia has not answered certain questions. Question and answer quoted, 2085.

PRIVILEGE.

Statement—Mr. Turriff—2546.

Turriff, J. G. (Assiniboia)—2546.

Makes statement in reference to his remarks on Budget debate *re* duty on agricultural machinery, 2546-7.

PRIVILEGE.

Statement—Mr. Burnham—3058.

Burnham, J. H. (Peterborough West)—3058.

Calls attention to despatch in Toronto Evening Telegram stating that he quitted the caucus because of the government proposal *re* C.N.R. There is no warrant for Telegram's statement, 3058.

PRIVILEGE.

Statement—Mr. Fisher—3113.

Armstrong, J. A. M. (York North)—3114.

I am placed in the same category with Mr. Fisher. I wish to characterize that statement as a deliberate falsehood, 3114.

Best, J. A. (Dufferin)—3114.

With regard to statement read by Mr. Fisher wherein my name is used I want to say that the statement is absolutely untrue, 3114.

Fisher, J. H. (Brant)—3113.

Calls attention to an article in Toronto Globe which he quotes. There is not the slightest foundation for that statement; it is absolutely untrue, 3113.

Rhodes, E. N. (Cumberland)—3114.

With respect to the article read by Mr. Fisher, in so far as it mentions my name, it is absolutely false, 3114.

Smith, Wm. (Ontario South)—3114.

So far as I am concerned everything in that statement is untrue, 3114.

Sutherland, Donald (Oxford South)—3114.

Calls attention to an article in the Daily Sentinel Review of Woodstock, which he quotes. So far as I am concerned there is no foundation for this despatch which they claim came from Ottawa, 3114.

Statement.—Mr. Macdonell, 3160.

Macdonell, A. E. (Toronto South)—3160.

Referring to the article quoted from the Toronto Globe yesterday, by Mr. Fisher, in which my name was also included, I take the first opportunity of denying that there is any reason or foundation for such a statement, 3160.

Correction.—Mr. Knowles, 3454.

Knowles, W. E. (Moosejaw)—3454.

Draws attention to an omission in Hansard. The whole reference to this interview of Colonel Williams, who was sent as an emissary from the minister, with me, is entirely omitted from, 3454-5.

Speaker, His Honour the,—3455.

It is quite proper to draw attention to an incorrect report and to ask for a correction, but it would not ordinarily be regarded as a question of privilege, 3455.

Statement.—Mr. Aikins, 3892.

PRIVILEGE—*Con.*

Aikins, J. A. M. (Brandon)—3892.

Calls attention to remark made by Mr. Carrick in reference to himself and characterizes it as lacking the essentials of truth and soberness, 3892.

Debates.—Correction of Printed Report.—Mr. Demers, 4886.

Demers, J. (St. Johns and Iberville)—4886.

Calls attention to omission in report of Debates, 4886.

Speaker, His Honour the.—4887.

I shall endeavour to have it corrected, 4887.

Attention directed to production of papers.—Mr. Chisholm, Antigonish, 4955.

Borden, Rt. Hon. R. L. (Prime Minister)—4958.

No objection to motion. I have never heard, up to the present time, any suggestion that documents essentially private in their nature and coming from persons exercising patronage must necessarily be brought down and laid on the table, 4958.

Chisholm, Wm. (Antigonish)—4955.

I wish to call attention to a matter which affects the privileges of the House as well as the privileges of a member, and myself in particular. I refer to a motion that was made on the 16th of March requiring the production of certain papers, 4955. Bourinot and others quoted, 4956-7. Motion, 4958.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4959.

I admit that the Prime Minister is right when he says that a minister must exercise judgment in this matter. But we know that, according to the doctrine laid down on the other side, in a debate concluding only yesterday, the minister is bound to exercise good judgment, and if he does not exercise good judgment he is liable to the consequences, 4959.

Reid, Hon. J. D. (Minister of Customs)—4959.

I remember the order in question. I gave instructions that all the official papers in my department relating to the matter should be brought down, and they were brought down, 4959.

Speaker, His Honour the.—4956.

If the hon. member desires to enter into a discussion regarding this matter it would be out of order at this stage, 4956. The hon. member is exceeding the rule in going into the full details of the history of this matter, 4957.

POST OFFICE ACT AMENDMENT.

House in committee on resolution.—Mr. Pelletier, 2380.

Carvell, F. B. (Carleton N.B.).

The proper course for the Postmaster General is to change the examination and not to take power to himself to drive a coach-and-four through the Civil Service Act, 2383.

POST OFFICE ACT AMENDMENT—*Con.*

Lemieux, R. (Rouville)—2381.

The examination for railway mail clerks is far too severe. What is required from a railway mail clerk is common sense, good education, sobriety and honesty, 2381.

Nesbitt, E. W. (Oxford North)—2384.

Does not believe in making examinations easier, 2384.

Pelletier, Hon. L. P. (Postmaster General)—2380.

This resolution is simply doing for the railway mail clerks what the preceding resolution has done for employees in the city post offices in the railway mail service and in the money order exchange offices, 2380.

House in committee on Bill No. 147.—Mr. Pelletier, 3222.

Beland, Hon. H. S. (Beauce)—3224.

I think this is an injustice. If the postmasters in the country have not received instructions to refuse all parcels addressed to members of Parliament which do not bear the proper frank, we should not be asked to pay the cost of transporting them, 3224.

Borden, Rt. Hon. R. L. (Prime Minister)—3235.

The Postmaster General has merely suggested to the British Postmaster General that, inasmuch as a penny a pound is charged upon these magazines, a reasonable proportion which he has suggested to be a half, should be paid to the Canadian Government for the transmission of these mails by the Post Office Department of Canada as a courier across the Atlantic and by other means throughout our territory as a reasonable compensation for that carriage, 3235.

Buchanan, W. A. (Medicine Hat)—3238.

I want to speak of the proposed changes in newspaper rates in so far as they concern newspapers published in western Canada, and I would like to place before the Postmaster General some views in that regard based upon practical experience, 3238.

Chisholm, Wm. (Antigonish)—3235.

I think I am in order if I ask the Postmaster General whether or not the sheet called *The Liberator*, with which he is familiar, published in the city of Ottawa, is accorded the privilege of the mails, 3235. Is it not just as important to-day as it was fifteen years ago that railway mail clerks be men of character and intelligence, 3241. This matter will be left at the discretion of the department, and for those with the proper political leanings places will be found. Not only should this power not be put in the hands of the Post Office Department, but there should be a system under which persons who are absolutely useless should not be kept on, 3242.

POST OFFICE ACT AMENDMENT—*Con.*

Edwards, J. W. (Frontenac)—3225.

I would ask if there has really been any departure from the principle which was always recognized in this House, 3225.

Emmerson, Hon. H. R. (Westmorland)—3224.

It has not been explained to me why the franking privilege with regard to parcel post has been taken away from members, 3224.

Foster, Hon. G. E. (Minister of Trade and Commerce)—3231.

I cannot see for my part how it is possible for the British Postmaster General to refuse to accede to the very moderate proportion that has been put to him by our Postmaster General, 3231-2.

Gawvreau, C. A. (Temiscouata)—3236.

Reference made to the Liberator being found in the boxes of members. If I remember aright, the Speaker told us at the time that he would see that this would not occur again. I would like to know if the Speaker has forgotten or if he is going to give new orders. We do not want to see this paper in our boxes, 3236.

Graham, Hon. G. P. (Renfrew South)—3245.

This question of zone, cannot be operated generally so as to be satisfactory, 3245.

Guthrie, Hugh (Wellington South)—3242.

If I understand this section aright, it is only to apply to a small number of men who were in that peculiar position prior to the 12th March, 1912. I agree that no man should be eligible, as provided by the next subsection in future unless he has passed the proper examination, 3242. I notice in the section that the Postmaster General proposes that letter carriers shall be conveyed on every electric railway in Canada except municipally owned railways, on such terms and conditions and under such regulations as are made by the Postmaster General. Why make an exception of the municipally owned railways? 3247.

Knowles, W. E. (Moosejaw)—3223.

If there is any reason why the privilege of the franking of parcels should be taken away from members of the House, that reason existed, of course, before the parcel post system came into operation, 3223. I think the taking away of the franking privilege in regard to parcel post is not right. A great deal of the work we do while in this city we do because we are members, 3224. I think the minister should reconsider this and not economize on this little matter, but restore to us, as the peoples' representatives, the privileges of the parcel post, 3225. Since the Menace has been mentioned, and as it was I who first placed the question on the Order Paper, I wish to ask the minister why he ruled first that the Canadian Menace should not be allowed, and later ruled that it should be allowed, the privileges of the mails,

POST OFFICE ACT AMENDMENT—*Con.*

3236. The Orange Sentinel does not take the same view with regard to the action taken by the Postmaster General as he himself has taken. The Sentinel says that the reason he turned rightabout face was that the Orange lodges made him do so, 3237. The Sentinel quoted, 3238. Refers to the granting of railway passes to mail clerks while on their holidays, 3243.

Lemieux, Hon. R. (Rouville)—3222.

The Postmaster General should have the authority to describe what kind of material should be handled, 3223. I have read on several occasions in the press a rumour that the Canadian rate of postage on newspapers was to be increased, 3225. Letter from London Times quoted, 3226-7. We thought that by facilitating the circulation of British newspapers and magazines we might perhaps render a real service to the Imperial cause in Canada. The arrangement has proven very successful indeed according to the figures I have quoted to the House and I sincerely hope that my hon. friend will do his best to induce the British authorities to renew it, 3227. But it was due to that acquiescence of the British post office that Canada obtained the reduced rate of postage throughout the whole of the British Empire, 3229. The only suggestion made now is that instead of imposing the same rates as we do on foreign magazines, the amount that is collected should be divided between us, 3230. I have no hesitation in saying, with all due respect to American publications, that the British publications are in my judgment far superior to other publications in the English language. Now that the British magazines have reached the high-water mark of forty per cent, any retrograde steps taken would surely not be in the interests of Canada, 3231. Refers to insurance on letters, 3237.

Murphy, Hon. Charles (Russell)—3239.

Complains that explanation given by minister is not satisfactory as to section 4, and thinks under it the minister will have power to appoint a host of political friends without examination who will serve as travelling political agents for the government, 3239.

Oliver, Hon. Frank (Edmonton)—3232.

We are glad to see the Post Office Department showing a due diligence in the collection of revenue, especially revenue that is not collected from the Canadian people. I wish to deal with the matter of newspaper transportation, 3233-5. I do not at all agree with the policy of the minister in taking power to himself to make regulations for the postage on newspapers without the direct sanction of parliament, 3244. This power exists for parcel post and for everything else. Last year we were told, when parcel post came up, that we should take that power and fix the rates, 3244. I desire to protest as emphatically as I can, without

POST OFFICE ACT AMENDMENT—*Con.*

delaying the committee, against the position of the Postmaster General that this should be by regulation. I say emphatically that it should not be by regulation, but by statute, 3245. This is a matter of very great importance to the people of Canada, and the representatives of the people of Canada in Parliament assembled should have the deciding vote, 3246.

Pelletier, Hon. L. P. (Postmaster General)—3222.

We are amending the clause, so that there is no possibility of doubt, by inserting the words 'except in the case of letters.' So we keep the right to open all other mailable matter, to carry out the purpose and intention of the Act, but making it quite clear that there is no right whatever to open letters, 3222. When the parcel post system was put into operation on February 10 last, we decided to make no exemption from the payment of postage; the Prime Minister of Canada and the Postmaster General have to pay postage on all parcels sent through the mails, 3224. The matter of which Mr. Lemieux has spoken is a very important one. I would not like to go into all the details at the present moment because the whole question is the subject matter of negotiations between the British and Canadian post office departments, 3227. It is important for hon. members to know what those arrangements are, so that they may be able to form a correct opinion in regard to the matter, 3228. After all, the present arrangement is an encouragement to the editors of British magazines, 3229. I understand from the deputy minister that this paper has been warned that it must not publish any immoral literature, and on that condition the privileges of the mails have been given to it, 3235. The reason for which the Canadian Menace was refused the privileges of the mails in the first instance was that it was going to be a Canadian edition of the scurrilous sheet published at Aurora, Missouri, 3236. We have the power of insurance now. We are making a distinction between the power of registration and the power to insure, 3237. What I try to do is that which I think is right; that is my only guide, 3238. My hon. friend will see that this Bill makes no great change, 3240. I am asking that the same rate shall apply to all newspapers, and no Postmaster General would think of doing anything else but that, 3445. I want to make a clear distinction between the people who act in a fair way in the matter and those who demand from us prohibitive rates and, if they do not get them, decline to take care of the transportation of the men, 3247. This Bill was presented last year, not the whole of it, but this clause, and this question was raised. Some of the most important companies, one in particular, were trying to hold us up. The question whether we had this power was raised, 3248.

POST OFFICE ACT AMENDMENT—*Con.*

Sinclair, J. H. (Guysborough)—3245.

I hope no regulation will be made to make it difficult for people in the country to get a cheap newspaper, 3245.

Speaker, His Honour the.—3236.

I made inquiry and was told that the censorship over all mail matter was exercised in the Postmaster General's department, and therefore the House of Commons had nothing to do with it, 3236.

White, G. V. (Renfrew North)—3441.

The Postmaster General is to be congratulated upon his action in increasing both the minimum and the maximum salary of those clerks. Every member of the House realizes that the employees of the railway mail service are subject to very many casualties, 3241.

POST OFFICE ACT AMENDMENT.

Motion in regard to Senate amendments.—*Mr. Pelletier*, 5033.

Pelletier, Hon. L. P. (Postmaster General)—5033.

The amendments made by the Senate to this Bill are three in number. I shall first explain in a few words the two Senate amendments with which we propose to agree, 5033.

Speaker, His Honour the.—5033.

It appears to me that it is not in order to deal with an amendment to a Senate amendment in this way, 5033.

Motion:

That this House doth agree to the second and third amendments made by the Senate to the Bill No. 147, an Act to amend the Post Office Act, but that they disagree to the first of their amendments for the following reasons:

Because the said amendment is not sufficiently explicit in regard to the terms and conditions on which mailable matter shall in each case be permitted to pass by post, or as to the powers of the Postmaster General in regard thereto.

And that a message be sent to the Senate to acquaint their Honours therewith.—*Mr. Pelletier*, 5071.

House in consideration of amendments made by Senate to Bill No. 147.—*Mr. Pelletier*, 5360.

Lemieux, Hon. R. (Rouville)—5360.

The rates have always been under the control of Parliament. Why should my hon. friend appropriate to himself the right to dictate the rates, without Parliament having its say, 5360.

Pelletier, Hon. L. P. (Postmaster General)—5360.

Amendment moved: When the Bill went back to the Senate, the Senate went back upon its first amendment. I understand

POST OFFICE ACT AMENDMENT—*Con.*

that there is some desire that this should be made right, and I am moving that a message be sent to the Senate for that purpose, 5360.

Speaker, His Honour, the.—5376.

Informs the House of message received from the Senate, 5376.

POST OFFICE DEPARTMENT, — MOTOR CARS.

Statement.—Mr. Pelletier, 5361.

Pelletier, Hon. L. P. (Postmaster General)—

Gives tabulated statement of motor vehicles in use by his Department, 5361.

POSTAGE ON ENGLISH MAGAZINES.

Inquiry.—Mr. Lemieux, 2312.

Lemieux, Hon. R. (Rouville)—2312.

Asks if there is any truth in press statements that postal regulations as regards newspapers and magazines are to be changed, 2312.

Pelletier, Hon. L. P. (Postmaster General)—2312.

The period of last extension has not expired. The matter is now being negotiated, 2312.

PREMIER LIFE INSURANCE COMPANY.

House in Committee on Bill No. 92.—Mr. Bennett (Calgary), 2155.

Bennett, R. B. (Calgary)—2155.

This Bill is asking for an extension of time, 2155.

PRESENTATION TO SIR EDWARD CARSON.

Statement.—Mr. Carvell, 1785.

Borden, Rt. Hon. R. L. (Prime Minister)—1785.

This is first intimation I have had of any such occurrence, 1785.

Carvell, F. B. (Carleton, N.B.)—1785.

Refers to a statement in Montreal Daily Star on 16 inst., 1785.

PRINCE EDWARD ISLAND RAILWAY.

Remarks.—Mr. Hughes, 308.

Cochrane, Hon. Frank (Minister of Railways and Canals)—310.

Increases in rates same as on main line of I.C.R. Costs more to run now than it did a few years ago. We must have the ordinary business course of management, 310.

Hughes, J. J. (Kings, P.E.I.)—308.

Calls attention to increase in freight rates on I.C.R. On some commodities rates have increased from 60 to 100 per cent, 308. This is a condition of affairs that ought to be looked into. Directs attention also to employees discharged, 309. Asks if there is any prospect of decrease in rates, 310.

PRINCE EDWARD ISLAND RAILWAY.

Remarks.—Mr. Hughes, 399.

Cochrane, Hon. Frank (Minister of Railways and Canals)—400.

The statement that the cars on the P.E.I. railway do not carry half what the cars on the main line do, is not true, 400.

Hughes, J. J. (Kings, P.E.I.)—400.

Complains that cars on P.E.I. railway are only about half as great, in capacity, as those on I.C.R. Moncton management do not seem to take seriously suggestions from business men. Matter more serious than minister or Prime Minister appear to think. Articles transported over the P.E.I. railway not handled by railway officials, but loaded and unloaded by the people, 400.

PRINCE EDWARD ISLAND RAILWAY.

Inquiry.—Mr. Hughes (P.E.I.), 926.

Cochrane, Hon. Frank (Minister of Railways and Canals)—926.

Instructions were given to cut out the third rate immediately, 926.

Hughes, J. J. (Kings, P.E.I.)—926.

What does the hon. minister mean by 'we have cut out the third rate'? The minister spoke as if it had already been done, 926.

PRINCE EDWARD AND HASTINGS RAILWAY.

House in Committee on Bill No. 93.—Mr. Hepburn, 2921.

Borden, Rt. Hon. R. L. (Prime Minister)—2922.

I think there is nothing in the Bill out of the usual course, 2922.

Oliver, Hon. Frank (Edmonton)—2921.

I do not wish to delay the progress of this Bill, but I have asked for explanations in regard to different railway Bills, not because I took exception to the charters, but because it is always possible that special provisions may be inserted in one of these charters that may affect the public interest, 2921-2.

PRINCE EDWARD AND HASTINGS RAILWAY COMPANY.

House again in Committee on Bill No. 93.—Mr. Hepburn, 2949.

Lancaster, E. A. (Lincoln)—2949.

Are changing section 3 and under section 2 we are allowing a little additional construction, 2949. Amount of securities is same as in original Bill, 2950.

PRINCE EDWARD ISLAND JUDICIARY.

Attention called.—Mr. Hughes (P.E.I.), 4887.

PRINCE EDWARD ISLAND JUDICIARY—*Con.*

Doherty, Hon. C. J. (Minister of Justice)—4887.

The matter of the appointment will be taken up without any avoidable delay, 4887.

Hughes, J. J. (Kings, P.E.I.)—4887.

Calls attention to vacancy in the judiciary of Prince Edward Island, 4887.

PRINTING OF ANSWERS IN 'HANSARD.'

Inquiry.—Mr. Hughes, 1061.

Borden, Rt. Hon. R. L. (Prime Minister)—1061.

Clerk of House informs me that answer consisted of a long series of statistics which it is not usual to print in 'Hansard,' 1061. That does seem to be a plain statement of the rule, 1062.

Hughes, J. J. (Kings, P.E.I.)—1061.

Wish to call attention to the fact that an answer to a question with regard to freight rate on P.E.I. railway was not printed in 'Hansard,' 1061.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1062.

Rule provides that answers can be given orally or in writing, 1062.

Speaker, His Honour the—1062.

Understand that in such cases answers should be filed with Clerk of the House, 1062.

PROHIBITION OF CIGARETTES.

Motion:

That, in the opinion of this House, it is expedient to provide that no person, by himself, his agent or otherwise, shall manufacture, sell or give away any cigarettes, cigarette papers or wrappers, or any substitute therefor, or shall be in any way concerned in such manufacture, sale or distribution, or authorize or permit the same; that no cigarettes, cigarette papers or wrappers shall be imported into Canada or entered for consumption therein, and that all cigarettes, cigarette papers or wrappers intended as such shall be subject to seizure by any officer of Customs or Inland Revenue, and that they, with packages in which they are contained, shall be disposed of under regulations made by the Governor in Council; that penalties shall be imposed for the contravention of this Act, and the prosecution for any such penalty or punishment may be brought and prosecuted under the provisions of part xv of the Criminal Code relating to summary conviction.—Mr. Broder, 1473.

Borden, Rt. Hon. R. L. (Prime Minister)—1473.

You may place all the legislation you like on statute-book of Canada, and you can never quite replace the force and effect of parental and family influence, 1479. May be necessary for us to place upon

PROHIBITION OF CIGARETTES—*Con.*

statute-book some provision to assist in enforcement of present law, 1480. Am willing that resolution shall have fullest possible consideration by House or a committee, 1481.

Broder, A. (Dundas)—1473.

Subject may be considered by some to be a very drastic proposal, but the reason for its stringent provisions, is nearly all the provinces have had laws dealing with this question and they have been ineffective, 1473. Everybody knows that use of cigarettes has increased materially in Canada within last few years. Am curious to know why the laws we now have, have not been effectively enforced, 1474. Do not think there should be any hesitation in doing something to deal effectively with question, 1475.

Burnham, J. H. (Peterborough West)—1475.

Do not think people of this country are prepared to abolish the pipe, 1475. Must not be construed as speaking in favour of the cigarette. Must exercise some common sense and self-control if we are to evolve into highest type of manhood, 1476.

Oliver, Hon. Frank (Edmonton)—1481.

All law is a restriction of personal liberty and only question is whether it is beneficial to individual and community or not, 1481. Appears that it has been established that the cigarette is an individual and national evil, and that is a sufficient cause to adopt resolution, 1482.

Thornton, C. J. (Durham)—1476.

Do not think there is a man who has come to his years of maturity, who will defend the cigarette's use to youths between twelve and sixteen, 1476. Gives quotation and refers to cigarettes made in France. There is something peculiar about the use of cigarettes, 1477. Know of no habit that will decrease a boy's mental and physical forces so much as the cigarette. Some statements from men who know something about the cigarette, 1478.

PROHIBITION OF CIGARETTES.

Motion:

That the committee authorized by order of this House on the 9th of March, to inquire into a proposed amendment of the law respecting the manufacture, sale and distribution of cigarettes cigarette papers and wrappers, be constituted of the following members: Messrs. Barnard, Broder, Charlton, Cromwell, Kemp, Kyte, Lemieux, MacNutt, Marcell, Morphy, Paquet, Perley, Schaffner, Stewart (Lunenburg) and Turgeon.—Mr. Borden, 1688.

PROHIBITION OF WHITE PHOSPHORUS MATCHES.

House in Committee on following resolution: Resolved, that whereas the use of white phosphorus in the manufacture of matches

PROHIBITION OF WHITE PHOSPHORUS MATCHES—*Con.*

constitutes a menace to the health of match factory employees, and is also attended with danger to the community at large, it is expedient to provide that the manufacture, importation and sale of matches made with white phosphorus be prohibited, and in connection therewith that the Commissioner of Patents be empowered on petition to fix terms for the use of any process patented at the time of the passing of this Act for the manufacture of matches without white phosphorus, and to provide for the inspection of any place where it is suspected that matches made with white phosphorus may be found; and to examine any receptacle or place in which it is suspected that such matches may be; and to authorize the Governor in Council to make such orders and regulations as may be necessary; and to fix penalties for infractions of the Act.—Mr. White, 1536.

Crothers, Hon. T. W. (Minister of Labour)—1536.

The Bill to be founded on this resolution provides for prohibition of the manufacture, sale and importation of matches made with white phosphorus, 1536. I have personally interviewed three out of the four factories doing business in Canada and none of them have any objection to this Bill, 1537. No factories will be closed by the passing of this Bill, 1539.

Graham, Hon. G. P. (Renfrew South)—1538.

One would think that they would almost stop this manufacture without being compelled to do so by law, 1538.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1538.

The Minister of Labour is quite right in the details he has given as to the effect of this poisonous substance, 1538.

Remieux, Hon. R. (Rouville)—1538.

There is no doubt as to the need for such legislation, 1538.

Stuclair, J. H. (Guysborough)—1538.

Can the minister tell us how many manufacturing will be closed if this Bill passes, 1538.

PROHIBITION OF WHITE PHOSPHORUS MATCHES.

House in committee on Bill No. 103.—Mr. Crothers, 1756.

Crothers, Hon. T. W. (Minister of Labour)—1756.

Table *re* manufacture of matches in Canada. After consideration we have decided to leave the date as it is, 1756. The most general substitute for white phosphorus is a substance known as segnisulphide of phosphorus, 1757.

Graham, Hon. G. P. (Renfrew South)—1756.

If we could get pure water in Ottawa and get rid of white phosphorus in Hull this would be a good place to live in, 1756.

PROHIBITION OF WHITE PHOSPHORUS MATCHES—*Con.*

The efficiency of this Act will depend largely on the recommendations made by the Governor in Council, 1757.

Henderson, David (Halton)—1758.

How will this effect the price of matches, 1758.

McKenzie, D. D. (Cape Breton North and Victoria)—1757.

It is not at all improbable that questions arising under this law may come into court same day. I would recommend the Minister of Labour and any other hon. gentleman is bringing legislation before this House, as a matter of general principle to put their legislation in the Bill itself, 1757.

PROPOSED INTERNATIONAL WATERWAY.

Inquiry.—Mr. Devlin, 164.

Devlin, E. B. (Wright)—164.

Quotes an article from Ottawa Citizen and asks if government has had any communication with the government of the U.S. in respect to substance of the article, 164-5.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—165.

I am not aware of any communication having been had, 165.

PROPOSED RAILWAY FROM BRITISH COLUMBIA TO ALASKA.

Inquiry.—Mr. Oliver, 1870.

Borden, Rt. Hon. R. L. (Prime Minister)—1871.

There has been no formal communication on the subject, nor has it been under consideration by the government up to the present time, 1871.

Oliver, Hon. Frank (Edmonton)—1870.

Calls attention to an interview in a B.C. paper *re* a railway from British Columbia through the Yukon to Alaska and thinks the House would be glad to be informed of it, 1870.

PRUDENTIAL LIFE OF CANADA.

Motion:

That the Order of the House of 22nd April, 1914, authorizing the refund of fees paid on Bill No. 150 (letter H-2 of the Senate), an Act to incorporate the Prudential Life of Canada, be rescinded, and that that portion of the sixth report of the Select Standing Committee on Banking and Commerce, reporting the preamble of the said Bill as not proven, be referred back to the said committee for further consideration.—Mr. Nichol, 2899.

Armstrong, J. E. (Lambton East)—2902.

So far as I am concerned, I wish to state emphatically that I was not asked to come to the committee and vote; I felt myself perfectly free to act as I did, 2902.

PRUDENTIAL LIFE OF CANADA—*Con.*

Boyes, A. C. (Algoma West)—2900.

The Banking and Commerce committee having digested and disposed of and decided the whole question, it ought not to be again burdened with the consideration of the matter, 2901.

Meighen, Hon. Arthur (Solicitor General)—2901.

There are, though, especial considerations in the present case, and I think the important one is this: the Bill has already passed committee and passed this House, and the judgment of this same House has been reversed by committee. Is not that a material consideration? The Bill has passed this House in respect of the clause which was a stumbling block to the present committee, 2901-2.

Nickle, W. F. (Kingston)—2899.

The reason this legislation is desired is, that owing to the diversity of the provincial laws regarding insurance, the company finds that under its provincial charter it is practically prohibited from carrying on its business throughout Canada as a whole, 2899. Various objections were offered to the Bill, and perhaps, it is fair that I should summarize these, 2899-2900.

Speaker, His Honour the.—2900.

The hon. member is extending the discussion beyond reasonable grounds, 2900.

PUBLIC WORKS AT FREDERICTON.

Statement in Fredericton Gleaner.—*Mr. Carvell, 705.*

Borden, Rt. Hon. R. L. (Prime Minister)—706.

Have no information on subject, 706.

Carvell, F. B. (Carleton, N.B.)—705.

Asks for information in regard to two new concrete wharfs in Fredericton, 705.

Speaker, His Honour, the.—705.

Hon. member is not keeping within rules of order, 705.

PUBLIC WORKS DREDGES.

Reference to.—*Mr. Macdonald, 5363.*

Macdonald, E. M. (Pictou)—5363.

Calls attention to suction dredge lying idle with a full crew, 5363.

Rogers, Hon. Robert (Minister of Public Works)—5363.

There were some repairs to this particular dredge that had not been completed, 5363.

PROVINCIAL CONTROL OF NATURAL RESOURCES.

Inquiry—*Mr. Buchanan, 1067.*

Borden, Rt. Hon. R. L. (Prime Minister)—1069.

Hon. friend is within his rights in asking for a statement from government re—65606—12½

PROVINCIAL CONTROL OF NATURAL RESOURCES—*Con.*

specting this matter, 1069. Reference to what Prime Minister said in 1905, 1070. Refers to statement of Mr. Scott, 1071. Had hoped that that subject would have been taken into consideration by representations of governments of provinces but it was not done, 1072. Correspondence, 1073-76. Have only this to say that up to present time those negotiations had no further results, 1077.

Buchanan, W. A. (Medicine Hat)—1067.

Desire to draw attention to failure of government to carry out that policy, 1067. This parliament is running rapidly to its expiration and it is about time the Prime Minister carried out policy announced in 1911. People were told they could not have their natural resources unless they returned Conservative government to power, 1068. Assume that minister is hopeful that natural resources will be returned to people of Alberta, 1069.

Crothers, Hon. T. W. (Minister of Labour)—1093.

It was a conditional pledge, 1093. No evidence that he ever broke those promises, 1094.

Knowles, W. E. (Moosejaw)—1094.

Discussion to-day is a good illustration of nerve, 1094. Present government hold their seats on the Treasury Benches, because they deceived the people of Canada. Fact remains that we are told that the lands are not restored, 1095. All expected it would be on fair terms. His power must have been working very quietly and unseen if at all, 1096. These promises were made two years ago, but nothing has been done yet. People did not fall to the invitation, 1097.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1077.

In order to get at origin of this trouble we have to go back as far as year 1905. Based myself on the precedent given in creation of Manitoba, 1077. Quotes from Sir John Macdonald words, 'Am not in the secrets of party, but we judge men, of course, by their actions,' 1078. Am surprised that Prime Minister did not bring matter up at conference of provincial Premiers, 1079.

McCraney, G. E. (Saskatoon)—1084.

Responsibility of government is to carry out with reasonable speed the policies which it proposed before coming into power. There has been no change of sentiment with reference to question, 1084.

Neely, D. B. (Humboldt)—1087.

Quite appreciate the fervent desire of my hon. friend to see the government extricated from this humiliating position. If it were something promised for the far distant future it would be a different question, 1087. Yet these same gentle-

PROVINCIAL CONTROL OF NATURAL RESOURCES—*Con.*

men are apologizing to-day for the inactivity of Prime Minister in implementing his pledges. Would not like to say that it was purely for catching votes that he made those pledges, 1088. We are not discussing financial arrangements, 1089. Would need a fine comb to find the individual farmer in West who considers that he has been well treated by present administration, 1090.

Oliver, Hon. Frank (Edmonton)—1091.

Question is a question of government good faith, 1091. With every additional settler came a demand for advantages to be conferred through provincial expenditure, 1092. Say it was a bribe, corruptly intended, 1093.

Roche, Hon. W. J. (Minister of the Interior)—1079.

Question is which has engaged the attention of House on numerous occasions, 1079. People of West will receive little consolation from speech of leader of opposition to-day. Quotes from speech of Mr. Scott, 1080. Quotes from Mr. Scott and says and now he has the hardihood to ask this government to transfer those lands, 1081. Quotes from different gentlemen to show the inconsistent attitude of opposition, 1082. Question of restoration of natural resources was specially applicable to Alberta and Saskatchewan. Cannot blame Prime Minister for taking time to consider this question, 1083.

Schaffner, F. L. (Souris)—1085.

This is not a new question by any means, 1085. When this government came into power they gave the farmers all they asked for so far as these matters were concerned. Believe they will be able to find some way to satisfy the western provinces in that regard, 1086.

PROVINCIAL ELECTIONS AND DOMINION OFFICIALS.

Remarks.—Mr. Neely, 621.

Neely, D. B. (Humboldt)—621.

Homestead entries decreased in 1911-12-13 but number of officials in the outside service in the Department of the Interior very greatly increased. Partisanship in the outside service is not only condoned but regarded as an object of merit by this government, 621. Complaint made of the chief Inspector of Indian Agencies and letter and affidavit read, 622-3. If the public service is to be degraded and disgraced by such conduct the sooner this country knows the facts the better, 623.

Oliver, Hon. Frank (Edmonton)—626.

A more outrageous proposition has never been placed before the Parliament of Canada. Consider the position of the homesteaders in that constituency who may have voted against McGrey who is

PROVINCIAL ELECTIONS AND DOMINION OFFICIALS—*Con.*

now a homestead inspector, 627. I ask the Minister was it right or wrong that this man Smyth should be indicted on a charge of intimidation. The premier of Manitoba stood on the public platform and declared that men taking part in the election would be arrested, 628.

Roche, Hon. W. J. (Minister of the Interior)—624.

Officials not nearly enough to meet the urgent requests of the farmers. We have increased our agencies and sub-agencies, 624. The hon. gentleman mentioned the name of Mr. Glen Campbell. I do not believe that Mr. Campbell appeared at that meeting. The other accusation is a very serious one and I will submit those charges to Mr. Campbell and allow him to make his defence, 625. Such complaints ill-become hon. gentlemen opposite with the record they had when they were on this side in connection with their offices, 626.

Rogers, Hon. Robert (Minister of Public Works)—628.

No charge was preferred against any man who was arrested in Saskatchewan according to the law in this or any British country in the known world. The case of homestead inspector shields cited, 628. There is and always has been a condition of affairs that has admitted of officials taking a certain part in elections in those provinces. No man more responsible for that condition than Mr. Oliver. Resolution of 1896 re officials of government taking part in elections read. Mr. Oliver quoted as favouring officials taking part in elections, 629. Memorandum of Mr. Oliver to Mr. Leach read in regard to appointments in the west, 630.

PROVINCIAL ELECTIONS AND DOMINION OFFICIALS.

Inquiry.—Mr. Oliver, 706.

Borden, Rt. Hon. R. L. (Prime Minister)—706.

Shall direct attention of Minister of Public Works, 706.

Oliver, Hon. Frank (Edmonton)—706.

Information promised by minister has not been brought down yet, 706.

PROVINCIAL ELECTIONS AND DOMINION OFFICIALS.

Inquiry.—Mr. Oliver, 741.

Oliver, Hon. Frank (Edmonton)—741.

Desire to repeat inquiry made yesterday, in reference to interview with myself, 741.

Rogers, Hon. Robert (Minister of Public Works)—742.

Quotes resolution of Prime Minister and an extract from a speech of Mr. Oliver, 742.

Speaker, His Honour the—743.

Question has been propounded more than once. A debate upon it should not be allowed, 743.

PROVISION FOR ADDITIONAL SENATORS.

House in committee on resolution.—Mr. Borden, 1483.

Aitkins, J. A. M. (Brandon)—1496.

If it had the power to add a number to the Senate, as representing territories, that power is not exhausted merely because it has once acted in respect thereto, Act quoted, 1496.

Borden, Rt. Hon. R. L. (Prime Minister)—1483.

The basis of this legislation is chap. 32 of the Statutes of Canada, 1912. I can hardly agree with my right hon. friend that the interpretation he has invoked is one that can be profitably employed, 1485. Without exceeding any power which is given to us in connection with Alberta and Saskatchewan this parliament could have given these provinces each a hundred members in the Senate. Apart from that it is very difficult to discover any principle upon which the constitution of the Senate was originally fixed, 1486. The point of difference between as is a pretty narrow one, 1487. Sections of B.N.A. Act quoted, 1490. When I speak of increasing, I of course allude to a provision for increase, 1493.

Doherty, Hon. C. J. (Minister of Justice)—1488.

It seems to me that if that Act ratifies previous and future legislation for the purpose mentioned in the Act of 1871 and also ratifies legislation for the purpose of this particular Act of 1886, it must be because both equally require such ratification and are equally ratified, 1488.

German, W. M. (Welland)—1493.

This parliament cannot increase the number of Senators provided for by an Act which brings a territory into the Dominion as a province, 1493. Act of 1871 quoted, 1494. Advocates the submission of the matter in regard to Manitoba to the Privy Council, 1497.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1483.

So far as Alberta and Saskatchewan are concerned there is no reason to question the authority of Parliament to make the proposed addition to their representation in the Senate, 1483. B.N.A. Act 1871 and 1886 and opinion of the Deputy Minister of Justice quoted, 1484. This provision is certainly very broad but it cannot be extended beyond the things which were contemplated at that time. The consequences seem to be extremely grave in their character, 1485. Three groups were named: Ontario, Quebec and the Maritime provinces, 1486. This House to-day has not the power to pass such legislation. Sections of Act quoted, 1487. The whole question rests upon the interpretation of the Act of 1866, 1488.

Maclean, A. K. (Halifax)—1489.

The Imperial Parliament alone is seized of the jurisdiction to increase the territorial representation of Manitoba or British Columbia. Sections of B.N.A. Act quoted, 1489.

PROVISION FOR ADDITIONAL SENATORS
—*Con.*

Maclean, W. F. (York South)—1495.

We have in the Senate an absolutely irresponsible body the people of Canada recognize that fact. The question of more concern to us is the reform of the Senate. I believe in democratic government in this country, 1495. I do not want to proceed in a hasty manner in regard to it, 1496.

Marcell, Hon. Charles (Bonaventure)—1497.

I feel that Manitoba is well represented at present in the Senate, 1497.

Oliver, Hon. Frank (Edmonton)—1492.

The reason for the constitution of the Senate was that the smaller provinces and certain sections should be protected, 1492.

QUEBEC BATTLEFIELDS COMMISSION.

Reference to newspaper article.—Mr. Lachance, 1784.

Lachance, A. (Quebec Centre)—1784.

Refers to an editorial in Quebec Morning Chronicle of March 11, and also refers to another article on, 1784-85. Battlefields Commission took many actions for expropriation, 1785.

Speaker, His Honour the—1784.

Hon. gentleman must confine himself to the portion of newspaper article that refers to himself, 1784.

QUEBEC BATTLEFIELDS COMMISSION.

House in Committee on Bill No. 193.—Mr. White, 3890.

Borden, Rt. Hon. R. L. (Prime Minister)—3890.

Thinks that form of amendment requires looking into, 3892.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3890.

Sees no good reason why composition of Committee should be changed, 3891.

Lemieux, Hon. R. (Rouville)—3891.

It is a great pity indeed that the personnel of the commission has to be changed, 3891.

White, Hon. W. T. (Minister of Finance)—3890.

The government have thought it desirable that the commission should be enlarged to seven, 3890. Bill was drafted by the Parliamentary counsel, 3892.

QUEBEC BATTLEFIELDS COMMISSION.

House again in Committee on Bill No. 193.—Mr. White, 4112.

Borden, Rt. Hon. R. L. (Prime Minister)—4117.

In the earlier part of the session we hoped to bring down a measure in one form or another. The minister who had charge of the matter was not able to

QUEBEC BATTLEFIELDS COMMISSION—
Con.

give the necessary attention to the subject, and therefore it will have to stand over for another session. There is, however, a good deal in what the hon. member has stated which commends itself to the attention of the government, 4117.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4114.

Sections of statutes quoted. The only exception is that the control of Parliament is at an end. His own words when clause was passed in 1908 and Mr. Foster's quoted, 4114-16. This commission has been doing work of which every Canadian has reason to be proud, 4118.

Lemieux, Hon. R. (Rouville)—4117.

There are, I must say, no two opinions as regards the statement just made by my hon. friend from Cumberland (Mr. Rhodes), namely, that the battlefields of this country should be landmarks preserved by the Crown for the country, 4117.

Pelletier, Hon. L. P. (Postmaster General)—4113.

Memo of Sir George Garneau quoted giving reasons for changes, 4113-14. There is a change in the wording but not in the substance, 4115-16.

Rhodes, Edgar, N. (Cumberland)—4116.

Suggests to government that it would be wise to enlarge the scope of the Act, with the object of including the more or less important battlefields of the Dominion, 4116-17.

QUEBEC HARBOUR APPARATUS.

Statement in Quebec Telegraph.—Mr. Lemieux, 2788.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2789.

Shall get information from harbour commissioner, 2789.

Lemieux, Hon. R. (Rouville)—2788.

Calls attention to an item in Quebec Telegraph, 2788. Policy of government has been that as much of such equipments for government business as possible should be built in Canada, 2789.

QUEBEC HARBOUR COMMISSION.

Motion:

Resolved, 1. That it is expedient to provide that the Governor in Council may, from time to time, advance and pay to the corporation of the Quebec Harbour Commissioners, hereinafter called the corporation, such sums of money, not exceeding in the whole the sum of two million dollars, as are required to enable the corporation to carry on the construction of such terminal facilities as are necessary to properly equip the port of Quebec.

QUEBEC HARBOUR COMMISSION—Con.

2. That during the period of construction of the terminal facilities mentioned in these resolutions, the interest payable on the debentures receivable by the Minister of Finance in exchange for such advances, shall be deemed to be money required to construct and to be part of the cost of construction of the said terminal facilities, and such interest may be paid out of the said sum of two million dollars.
3. That the corporation shall submit to the Minister of Marine and Fisheries for approval, monthly applications for such advances, with statements showing total expenditure on different items in detail, and upon approval, authority for the payment of the amount applied for may be granted by the Governor in Council.
4. That the corporation shall upon any advances being made, deposit with the Minister of Finance, debentures of the corporation equal in par value to the advance so made, repayable within twenty-five years from the date of issue and bearing interest payable half-yearly, at the rate of three and one-half per centum per annum.
5. That the principal and interest of any sums advanced under any Act founded on these resolutions, shall be payable by the corporation out of all its property, assets, tools, rates, dues, penalties and other sources of revenue and income whatsoever, and shall be a charge thereon next after, and having precedence in regard to payment next after all debentures or bonds issued by the corporation amounting to the sum of one million, one hundred and fifty thousand dollars, under chapter 48. of the statutes of 1898, chapter 34. of the statutes of 1899, and chapter 36 of the statutes of 1907—Mr. Hazen, 3632.

QUEBEC HARBOUR COMMISSION.

House in Committee on Bill No. 192.—Mr. Hazen, 3876.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3876.

Explains purposes of Bill, 3876-7. I may say to my hon. friend that he and I agree entirely as to the policy of having Canadian ships built in Canada and to show how that policy is being carried out I may say that all tenders that are now being asked for, for the construction of ships for the Canadian government contain the clause that the ship must be built in Canada. We have given notice to the world to this effect, 3878. With regard to the sale of property, Mr. Price tells me that he is satisfied that Mr. Gravel had no knowledge whatever of the transaction, 3879.

Lemieux, Hon. R. (Rouville)—3877.

I was very much surprised to learn that the Quebec Harbour Commission had recently placed orders abroad for a large crane, a large dredge, a floating grain elevator, and a steam tug, 3877. As a Canadian and a moderate protectionist,

QUEBEC HARBOUR COMMISSION—*Con.*

I cannot see why this Government of high protectionists should go abroad to get the appliances and the ships and the dredges and the engines and boilers required for the Harbour Commission of Quebec, or any other commission in the country, 3878. Reference made to purchase of quarry at St. Nicholas by Harbour Commission, 3878-9.

QUEBEC JUDGES.

Inquiry.—Mr. Gauvreau, 4807.

Doherty, Hon. C. J. (Minister of Justice)—4807.

Information given, 4807.

Gauvreau, C. A. (Temiscouata)—4807.

Asks information about certain Quebec judges, 4807.

QUEBEC MARINE AGENCY.

Inquiry—Sir Wilfrid Laurier, 2996.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2996.

In view of circumstances, we have thought it desirable to ask Governor in Council to sign an order appointing a commission under enquiries act to investigate whole matter, 2996.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2996.

Asks for information on this subject, 2996.

QUEBEC RURAL MAIL ROUTES.

Pelletier, Hon. L. P. (Postmaster General)—5361.

Answers question of Mr. Lafortune, 5361.

QUEBEC AND SAGUENAY RAILWAY.

Attention directed to newspaper article.—Mr. Lemieux, 4557.

Borden, Rt. Hon. R. L. (Prime Minister)—4557.

I am certainly of the opinion that no power exists on the part of the Governor in Council to guarantee bonds, 4558.

Lemieux, Hon. R. (Rouville)—4557.

Directs attention of Prime Minister to an article in the General Market Review of Montreal, and asks if the bonds of the Quebec and Saguenay Railway are to be guaranteed, 4557-8.

QUEENS UNIVERSITY.

House in committee on Bill No. 43.—Mr. Nickle, 770.

Sharpe, S. (Ontario North)—770.

This is a non-contentious Bill, all parties being agreed upon it, 770.

QUESTIONS.

Ball, R. J. (Grey South)—1112.

Trips of Hon. L. P. Brodeur—who accompanied him on each occasion when he crossed the ocean, etc., etc. Ans.—Information given, 1112.

Barrette, J. A. (Berthier).

Depositors of defunct banks. Asks names of banks besides, La Banque Ville Marie, St. Jean and du Peuple that have failed without refund of loss to depositors. Ans.—Information given, 3894.

Beland, Hon. H. S. (Beauce).

Beauce County Rural Mail. Asks re contract between certain points, to whom and at what price, etc. Ans.—Information given, 1690.

Insurance Company Rimouski Mutuelle.—

Asks re transfer of proportion of its policies to York Fire Insurance Company, Toronto, etc., etc. Ans.—Information given, 4713.

Best, John A. (Dufferin).

Hon. R. Lemieux's South Africa Trip—who accompanied him on his trip, how many stenographers were employed by him or his staff and at what cost, &c., &c. Ans.—Information given, 698.

Boivin, G. H. (Sheffield)—363.

Agricultural Department Employees.—Is Mr. Doonan in employment of said department, &c. Ans.—Information given, 363.

Is R. Blackwood in employment of Agricultural Department, &c. Ans.—Information given, 363-4.

Is L. P. Bernard in employ of government, &c. Ans.—Information given, 364.

Diseased cattle in eastern townships—Is the government aware that tuberculosis is reported to exist in many herds of dairy cattle and especially in the eastern townships, &c., &c. Ans.—Information given, 363.

Employment of Charles A. Boright and Frank S. Baker—Asks if they are in employ of customs and who recommended them. Ans.—(1) Yes. (2) Minister of Customs, 1021.

Employment of Silas Riendeau—Asks if he is in employ of government, what capacity, his duties and salary. Ans.—Information given, 1114.

Fenian Raid Bounties—How many veterans have received the grant of \$100, &c. Ans.—Information given, 349.

Fenian Raid Bounties—How many veterans have been paid \$100 as provided by law. Ans.—16,470; 440.

Granby Letter Boxes—Has the government received a request from the Granby Board of Trade for the installation of street boxes for the collection of mail, &c. Ans.—Information given, 363.

QUESTIONS—*Con.*

Granby Post Office—Is the government aware the box accommodation is said to be far from sufficient to meet requirements of the population, &c. Ans.—Information given, 697.

Newport Customs Employees—Asks is G. J. Ryan in Department of Customs at Newport, if not, when dismissed, &c. Ans.—Information given, 890-91.

Asks is C. Hamlin in Customs at Newport, if not when dismissed, &c. Ans.—Information given, 891.

Newport Customs Service—At whose request did the Minister of Customs recommend the appointment of C. A. Boright and F. S. Baker to the Canadian Customs Service at Newport, Vermont. Ans.—Information given, 1332.

Shefford County Rural Mail—How many routes have been established, and from what offices do they originate, &c. Ans.—Information given, 363.

Boulay, H. (Rimouski).

Agriculture Aid Act—What amounts have been paid to the Quebec Government for 1912-13 under Agricultural Aid Bill? Ans.—1912, \$69,741.20; 1913, \$69,741.20; total, \$139,482.40, 358.

Alleged smuggling—Asks was T. Turcotte sued between 1890-1905 for smuggling, etc. Ans.—Information given, 1782.

Canada and Gulf Railway—On how many stations were federal subsidy granted and where located, etc.? Ans.—Information given, 1022.

Canadian Naval Service—What is the number of men forming the crew of the Niobe, etc., etc.? Ans.—Information given, 346.

Case of F. Pedley—Asks has F. Pedley been dismissed; if not, why did he leave? Ans.—Resigned after investigation was held, 817.

Intercolonial Railway—Labourers Wages—What wages are paid on the working trains in Quebec and in N.B. and N.S.? Ans.—Information given, 1016.

Intercolonial Railway Tie Tenders—What are the names of the parties to whom R. A. Klock applied for tenders when he gave the contracts to John Fenderson & Co., for deals, etc., in November, 1913, etc.? Ans.—Information given, 1331.

Intercolonial Railway—Wages of labourers—Asks what wages are paid in N.B. and N.S.? Ans.—Information given, 471.

Intercolonial railway appointments—Asks re appointments since September 21, 1911, and salary paid to each, etc., etc. Ans.—Information given, 471-2.

Meetings of Railway Commission—Asks how many did each of the commissioners attend from 1st April, 1913, to March 31, 1914. Ans.—Information given, 2437.

QUESTIONS—*Con.*

Mr. Justice Clements Travelling Expenses—Asks amount paid by government for travelling expenses and declared by court to have been illegally drawn. Ans.—\$4,290, 2263.

National Transcontinental Railway Stations—Who has been awarded the contract for stations between Doucet and Parent, etc. Ans.—Information given.

Rimouski Land Purchase—Asks if land was purchased for a building for Marine Department, etc. Ans.—(1) Yes. (2) T. Turcotte, amount, \$150, 1695.

Sessional Messenger—Is there a special messenger for the Sergeant at Arms, if so, what is his name and salary? Ans.—Information given, 704.

Bourassa, J. B. (Lévis).

Carrier Machine Shops at Lévis—Asks have shops and property of government at Lévis been rented, etc. Ans.—No. 1819.

Experimental Farm in Lévis County—Asks if minister has taken any steps to establish farm in Lévis, etc. Ans.—No. 309.

Fastening of mail bags—Is the Postmaster General aware that the mail bags at St. David de l'Auberivière are said to be closed by nails, etc. Ans.—Information given, 701.

Fenian Raid Bounties—Asks if time will be extended from December 1913, etc. Ans.—Information given, 1022.

Grosse Isle Quarantine station—Asks if captain of vessel at Grosse Isle was dismissed, etc. Ans.—Information given, 5028.

Intercolonial Railway—Fire at Lévis—Asks if government has report of fire of saw mill of T. Paradis, etc. Ans.—Information given, 5029.

Intercolonial Railway—Double Tracking—Asks name of contractors, etc. Ans.—Information given, 4558-9.

Lauzon postmaster—Asks if postmaster at Lauzon has been dismissed, etc. Ans.—Information given, 5030.

Lévis County Rural Mail—How many routes have been established and in what parishes etc., etc. Ans.—Information given, 369.

Lévis Property Purchase—Asks what is total cost to government of Carrier-Laine property at Lévis, etc. Ans.—Information given, 2961.

National Transcontinental Railway—Champlain Market Station, Quebec—Asks when station will be erected, etc. Ans.—Information given.

Ontario Fire Insurance Company—Asks if company is doing business in Ontario and Quebec, etc. Ans.—Information given, 4295.

QUESTIONS—*Con.*

Political partisanship commissioners—Asks if certain parties named, of the city of Quebec, have acted since 31st March, 1913, as commissioners, etc. Ans.—No. 2308.

'Safety First' Engineer—Who is Mr. Long who lectures the employees of the I.C.R. on the 'Safety First', etc. Ans.—Information given, 2262-3.

St. David de Levis postmaster—Asks if he was dismissed, was his case investigated, and report of investigator, salary by whom replaced and his salary. Ans.—Information given, 4369.

St. David de Levis postmaster—Asks *re* his dismissal, etc. Ans.—Question ans. on 28th May, 4559.

St. Romuald Post Office—Asks has any offer of immovables for sale been made, if so, what are names of parties who have them, etc. Ans.—Information given, 809.

St. Romuald Post Office site—Asks if site is to be purchased from Henri Lagueux, etc. Ans.—Information given, 4021.

Wilfrid Larose, Translator—Asks if he has been dismissed or suspended from office, etc. Ans.—Information given, 1818-19.

Boyer, G. (Vaudreuil).

Aid to Agriculture—Asks is Minister of Agriculture aware of certain statements which Le Devoir mentions in its February 5, 1914, issue, &c. Ans.—Detailed information given, 809-11.

Chevrier et Frères, Rigaud—What is the amount paid to this firm by Departments of Militia and Public Works since 1911 and the nature of Bills. Ans.—Information, 368.

Graham wharf—Asks amount spent in 1913, who was superintendent and his salary, &c. Ans.—Information given, 443.

Intercolonial Railway—Lumber purchased—Asks has government bought deals from firm of John Fenderson Company, &c. Ans.—Information given, 894.

Ottawa River Lightkeepers—Asks, who were keepers on Ottawa river in 1908 at Rigaud, &c., and what was salary of each, &c. Ans.—Information given, 574.

Payments to Mr. J. G. H. Bergeron—What was the amount of fees and travelling expenses of Mr. Bergeron in connection with investigations. Ans.—Information given, 368.

Pointe Fortune Wharf—Asks total sum for repairing, who had contract, who supervised the work, &c. Ans.—Information given, 3398.

Quebec Seigniories—Asks number of seigniories in Quebec, names and amount paid to each, &c. Ans.—Shall bring question to the attention of Minister of Justice, 568.

QUESTIONS—*Con.*

Revenue from wharf—What is the revenue from each of the wharfs at Rigaud, Hudson, Vaudreuil and Ste. Anne de Bellevue for 1911-12-13. Ans.—Information given, 368.

Rigaud Post Office—Asks *re* supervision of concrete sidewalk, the names of parties receiving money, who supplies material, &c. Ans.—Information given, 442.

Has the work of levelling ground been done by day or contract, &c., &c. Ans.—Information given, 442.

How many tons of coal has been bought for post office, &c., &c. Ans.—Information given, 442.

Rigaud Wharf—Asks the cost of repairs, &c., &c. Ans.—Information given, 442-3.

Rigaud Post Office—Asks what amount was paid for installation clock and bell, &c. Ans.—Information given, 4021.

Rigaud Post Office clock—Asks for information *re* purchase. Ans.—Information given, 3638.

Rigaud and Vaudreuil Wharfs—Asks what revenue has been derived from Rigaud and Vaudreuil wharf for years 1908-09 and 1910-11, etc. Ans.—Information given, 574.

Brouillard, O. (Drummond and Arthabaska).

Arthabaska Post Office—Asks who has the contract for clock in the tower, etc., etc. Ans.—Information given, 114-15.

Is the roof of post office at Arthabaska defective, etc., etc.? Ans.—Information given, 1115.

Arthabaska Post Office Repairs—What sums of money have been paid since 1st November, 1911? Ans.—Information given, 1019?

Who has been awarded the contract for digging the brook on the ground near the post office at Arthabaska and the covering of same, etc.? Ans.—Information given, 1019-20.

What length and width of concrete sidewalk has the government caused to be made in front and on each side of the post office at Arthabaska and the price paid? Ans.—(1) 814 sq. ft. at 35c.; (2) \$284.90, 1020.

Drummond and Arthabaska Postmasters—Was postmaster at Kirkdale dismissed, if so, for what reason, and who appointed in his place? Ans.—(1 and 2) No. (3) G. W. Cunningham, 1019.

Has the postmaster at Lemire been dismissed, if so, for what reason, and by whom replaced? Ans.—(1 and 2) No. (3) Desiré Martel, 1019.

Was postmaster at North Chesler dismissed and by whom replaced? Ans.—(1) No. (2) Octave Beauchesne, 1019.

QUESTIONS—*Con.*

Why was postmaster at Troutbrook dismissed and by whom replaced? Ans.—Information given, 1019.

Why was post office at Moulin Dubois closed? Ans.—Information given, 1019.

Dismissals—For what reason has postmaster at Maddington Falls been dismissed and by whom replaced? Ans.—(1) Political partisanship. (2) Nap. Gagnon, 1023.

For what reason has postmaster at Goupil been dismissed and by whom replaced? Ans.—Information given, 1023-4.

Why was postmaster at Blandford dismissed and by whom replaced? Ans.—(1) Political partisanship. (2) A. Provencher, 1024.

Why was postmaster at Ste. Marjorie dismissed, was there an investigation and by whom replaced? Ans.—Information given, 1024.

Employment of Mr. Letendre—Asks if he is employed at Rimouski, how long, who recommended him and his salary, etc.? Ans.—Information given, 4021.

Erection of wall at Arthabaska—Asks who has the contract, the cost, etc. Ans.—Information given, 1114.

Le Present, Drummondville—Has the government given any printing contract to the newspaper Le Present, if so, for what amount, etc. Ans.—Information given, 1534.

Newspaper Advertising—Asks amount paid to La Gazette d'Athabaska since January 1, 1912, etc. Ans.—Detailed information given, 1781-82.

Buchanan, W. A. (Medicine Hat).

Acme and Carbon Mail Service—Asks who has contract for carrying mail between said points, etc. Ans.—Information given, 2687-88.

Alberta Internal Elevators—How may will be located and at what points, when placed under construction. Ans.—Information given, 473.

Alberta Irrigation Work—Asks if a survey was made between the Belly and Little Bow rivers, etc. Ans.—Information given, 1605.

Alberta Pre-emptions—Has the minister been requested to cancel the payments due on pre-emptions, if so, what action has he taken or intend to take on the matter. Ans.—(1) Yes. (2) Under consideration, 357.

Alberta Natural Gas—Is the government aware that it is proposed to pipe gas out of Alberta into Saskatchewan, is control possessed by Dominion government, &c., &c. Ans.—Information given, 357.

QUESTIONS—*Con.*

Alberta Rural Mail—Asks number of rural mail delivery routes have been established in Alberta, where are they located, &c. Ans.—Information given, 817-818.

Bassan Post Office Site—Has any land been donated for such site, if so, by whom, and where situated, &c. Ans.—Information given, 472.

Blood Reserve Grazing Lease—Has lease been made of this reserve, if so, to whom, &c. Ans.—Information given, 357-8.

Calgary Storage Elevator—Asks is it intention of government to establish other than internal storage elevator. Ans.—Information given, 572.

Canadian Pacific Railway Irrigated Lands—Asks was minimum price fixed which said company could charge for irrigable lands and at what price, &c. Ans.—No.—2785-86.

Crown Coal Lands—By whom are coal lands in 28-29, 27-17 and 28-18 w. of 4th Meridian held, have they been opened for entry, if so, when. Ans.—Information given, 365.

Glencurrie Post Office—Asks reason for closing it, &c. Ans.—Information given, 4561.

Interior Terminal Elevators—Asks *re* the rules as to storage mixing, &c., which will prevail, &c. Ans.—Information given, 1216.

Ottawa leased building—Asks if any part of Blackburn building has been leased, &c. Ans.—Information given, 2544.

Oriental Industrial Competition—Asks if attention of government has been called to article in the American Economist *re* oriental industrial competition, &c. Ans.—Statement by Prime Minister, 4508.

P. Burns Grazing lease—Asks if report is correct that a portion of this lease is to be opened for homesteading, &c. Ans.—Information given, 2591.

Railway Commission and Superannuation—Asks is it intention of minister to introduce into said Act a section, etc. Ans.—No, 574.

Ranching and Grazing Investigation Commission—Asks what recommendation of commission is Interior to adopt, &c. Ans.—Information given, 574.

Rural Post Office Libraries—Asks have any communications been received setting forth idea of establishing libraries in rural post offices of Canada, &c. Ans.—Information given, 892.

Tenders for carrying mails—Asks if it is the rule to invite tenders in all cases, &c. Ans.—Post Office Act followed, 4561.

The Irrigation Act—Asks is it intention of government to amend Irrigation Act. Ans.—Question is under consideration, 574.

QUESTIONS—*Con.*

Bureau, Hon. Jacques (Three Rivers and St. Maurice).

Cap de la Madeleine Wharf—Asks is this wharf being constructed by contract or by day, etc. Ans.—Information given, 2959-60.

Grand'Mère Site—Asks has balance of purchase price of said site been paid, etc. Ans.—Information given, 2688.

St. Maurice Shawinigan station—Asks names of men employed during April, 1913, and amount paid them. Ans.—Information given, 5194.

Three Rivers Dismissals—Asks at whose request and for what reasons were G. F. Frigon and Auguste Cooke dismissed from Three Rivers post office staff. Ans.—Information given, 818.

Three Rivers Miitia Camp—Asks number of tenders for supply of meat in 1913, etc. Ans.—Information given, 3509.

Three Rivers Post Office—Asks who were men appointed to replace G. Frigon and A. Cooke and what salary are they getting. Ans.—Information given, 2688.

Three Rivers Preventive Officer—Asks *re* resignation of this officer, etc. Ans.—Information given, 473-4.

Three Rivers Public Buildings—Asks when tenders were opened, how many persons tendered the amount, etc. Ans.—Information supplied, 569.

Burnham, John H. (Peterborough, West).

Aid to Canadian Northern Railway—Asks what aid has been promised, given or otherwise arranged, directly or indirectly by the government to or with the C.N. Ry. Co. or any of its subsidiary lines, since the inception of the same. Ans.—Information given, 2262.

Aid to Canadian Northern Railway—What are the dates of authorization by Parliament of the various grants, subsidies, guarantees, etc., set out in reply dated April 1, 1914, to question submitted on Orders of the Day regarding the C.N.R., etc. Ans.—Information given, 2591.

Balance of Trade Adjustment—If Canada during 1913 imported \$675,000,000 worth, in same period exported \$375,000,000 worth, in what manner was the excess of imports provided for by Canada. Ans.—The excess of imports over exports would represent principally capital borrowed abroad and money and effects brought in by immigrants, 2016.

Ontario Fisheries Jurisdiction.—Asks when is a game or sporting fish a commercial fish and if the district of Northern Central Ontario is within the jurisdiction of Department of Marine and Fisheries as to hatcheries, restocking supervision, etc. Ans.—Information given, 1916.

QUESTIONS—*Con.*

Panama Canal Rates *vs.* Fort William Rates—Asks difference in freight per bushel for wheat from Pincher Creek to Liverpool *via* Panama and Fort William. Ans.—Impossible to answer, 3509.

Cardin, P. J. A. (Richelleu).

Employment of L. E. Trempe—Asks has L. J. Trempe, of Sorel, been employed in government yards at St. Joseph de Sorel, etc. Ans.—Information given, 1434.

Employment of Louis T. Trempe—Asks *re* this man's appointment at Sorel, his duties, salary, etc. Ans.—No, 1695.

St. Joseph de Sorel Post Office—Asks is government aware M. Champagne is reported to have changed location of post office, etc. Ans.—Information given, 572.

Carroll, W. F. (Cape Breton South).

Captain T. T. Townsend—Asks if any person has received authority to ask for his resignation, or if the Department has asked for it. Ans.—Information given, 2436.

Colonel J. Lyons Biggar—Was this man sent to Europe last year and on what business, etc. Ans.—Information given, 1217-18.

Intercolonial Railway Appointments—Asks *re* appointments since September 21, 1911, their predecessors, salaries, etc. Ans.—Information given, 1113-14.

Intercolonial Railway—Standard Rules—Asks are so called Standard Rules in force on railway and how much money has been spent to date on said instruction, etc. Ans.—Information given, 2957-58.

Lieut.-Colonel Charles E. Winter—Asks what position does Lieutenant-Colonel Winter occupy and what are his duties, etc. Ans.—Information given, 2840.

Naturalization in Cape Breton—Asks number of persons naturalized during last ten years and nationality of each. Ans.—Information given, 1116.

Carvell, F. B. (Carleton N.B.).

Custom House, St. John—How many new employees have been added since September 21, 1911, etc. Ans.—Information given, 1331.

St. John Harbour Dredging—What amounts have been paid to G. S. Mayes since Jan. 1, 1913, etc. Ans.—(1 and 2) none (3) none, 1331.

Dorval Militia Land Purchase—Asks was an order passed in 1912 authorizing minister of Militia to expend \$180,000 in purchase of land at or near Montreal, etc. Ans.—Information given, 1218.

Dredge W. S. Fielding—Asks the cost of repairs and renewals since October 1, 1911 to present time, etc. Ans.—Information given, 2261.

QUESTIONS—*Con.*

- Employment of Fred McNeil and John Chesley—Asks how much McNeil was to receive for burning down beacon light in harbour of St. John, how much has been paid him and how much Chesley had received for motor boat service since 31st March, etc. Ans.—Information given.
- International Horse Show—Asks if any horses belonging to Adam Beck have been sent to England by the Department of Militia, etc. Ans.—Information given, 2439.
- Levis Quarantine Station—Asks was an order passed in 1912, 1913 or 1914, authorizing Minister of Agriculture to expend \$32,750 for land at or near Levis, etc. Ans.—Information given, 1218.
- Marion Bridge—Woodbine Mails—Asks who has the contract, what amount per year, were tenders received and from whom. Ans.—Information given, 1116.
- Montreal Harbour Mastership—Asks if any change is contemplated, is captain Bourassa to be promoted to position and if such promotion has been recommended by the shipping interests. Ans.—Information given, 4022.
- Montreal Military Grounds—Asks who was appointed to buy Bonnie Bel Air property near Montreal in 1911-12, etc. Ans.—Information given, 2436-7.
- Mr. Steven Payne—Asks what position he holds in Public Works Department at St. John, his salary, qualifications, etc. Ans.—Information given, 1605.
- National Transcontinental Railway—Deficit—Asks was deficit charged to cost of construction of said railway, &c. Ans.—Information given, 1760-61.
- New Brunswick Dredging—Asks what dredging is being done on the bays, harbours, rivers and along the coast, except St. John harbour and river, &c. Ans.—Information given, 2078.
- Ottawa Building Leases—Asks if Journal building has been leased, for what term and at what price. Ans.—(1) Yes. (2) 5 years, 70c. a foot, 2439.
- Ottawa Customs Building—Asks re completion of foundation for new Customs building on Sussex st., &c., &c. Ans.—Information given, 2079-80.
- Ottawa Leased Buildings—Asks if part of Journal building has been leased, &c. Ans.—Information given, 2519.
- Post Office Department Automobile—Asks if a new machine was purchased and on what date, the price and for whose use. Ans.—(1) Yes, December 16, 1913. (2) \$4,950. (3) For use at Ottawa, 3113.
- Services of J. E. Cowan—What amount has been paid him for legal services since March 31st last. Ans.—Nothing, 1535.

QUESTIONS—*Con.*

- Sussex Government Building—When was caretaker appointed and who did she succeed, &c. Ans.—Information given, 1694.
- The Fishing Industry—Asks the number of fishermen engaged on the Atlantic and Pacific oceans, the great lakes and other rivers and inland lakes, &c. Ans.—Information given, 5275.
- Tobique Indian Reserve—Asks what persons have been allowed to cut lumber off Tobique Indian reserve, quantity and amount paid by each, &c. Ans.—Information given, 816-17.
- Tobique Indian Reserve—Asks amount of lumber B. F. Smith cut, amount of dead, dry and green during year end March 31, 1913, &c. Ans.—Information given, 1359-60.
- Tobique Indian Reserve—How many acres have been sold to B. F. Smith, what price per acre he paid, etc.? Ans.—Information given, 1535.
- Has H. H. Craig offered to purchase the whole or any portion of the Tobique Indian reserve, etc.? Ans.—Information given, 1535-6.
- Tobique Indian Reserve—Asks if B. F. Smith has paid \$353 for four lots, and when paid? Ans.—Information given, 1915.
- Tobique Indian Reserve—Asks if department has settled with B. F. Smith for timber cut on reserve since March 31, 1913, etc. Ans.—Information given, 2590-1.
- Trade with the West Indies—Asks total trade from July 1, 1912, to December 31, 1912, exports and imports respectively, etc. Ans.—Information given, 2015.
- Woodstock Coal Supplies—Asks number of tons of coal furnished Dominion building in Woodstock, N.B., in 1910-13 ending March 31, etc. Ans.—Information given, 569.
- Asks how many tons were furnished the armoury in Woodstock, N.B., in 1910-14, ending March 31, etc. Ans.—Information given, 570.
- Chisholm, Wm. (Antigonish).*
- Antigonish Food Inspector—Asks is Moses Delorey still food inspector, etc. Ans.—Information given, 666.
- Antigonish Immigration Agent—Asks was Colin F. McKinnon employed in Department of the Interior, etc. Ans.—Information given, 573.
- Antigonish Mail Service—Asks has government received any petition for a daily mail service between Lower South River and South Side Antigonish harbour, etc. Ans.—Information given, 572.

QUESTIONS—*Con.*

- Alexander Post Office—Asks has a change been made in location of said post office since December 1, 1913, etc. Ans.—Information given, 2960.
- Dismissals—Asks was Captain J. Décoste in employ on dredge No. 6, etc. Ans.—Information given, 1783-84.
- Dominion Atlantic Lease—Asks when lease expires and if application has been made for renewal, etc. Ans.—Information given, 1115.
- Fenian Raid Application—Asks *re* advertisement in Casket newspaper, etc. Ans.—Information given, 2080.
- Farmer's Bank—Asks *re* compensation to shareholders, etc. Ans.—Information given, 1117.
- Fisheries Advisory Board—Who are the members and what are their home addresses, etc., etc. Ans.—Information given, 348-9.
- Fishery Advisory Board—What amounts has been paid to Board for time spent in discharge of duties, etc. Ans.—Information given, 702-3.
- Guysborough—Heatherton Mail Contract—When was present contract entered into, how long previously was service performed under temporary arrangement, etc. Ans.—Information given, 1914-15.
- Heatherton, Indian Reserve—Asks when does lease expire, is it to be renewed, etc. Ans.—Information given, 573.
- Intercolonial Railway—Antigonish Bridge—When were the tenders opened for the erection of concrete pillars in the trestle work approaching the railway bridge near Antigonish station, etc., etc.? Ans.—Information given, 1016.
- Intercolonial Section Men—How many including foremen, were employed between Mulgrave and Marsby Hope during the past summer, etc.? Ans.—Information given, 1015.
- Nova Scotia Immigration Agents—What are the names and addresses of those appointed by present government, etc.? Ans.—Information given, 1691-2.
- Plomfield Post Office—Asks if this office is to be closed. Ans.—Information given, 2016.
- Chisholm, A. W. (Inverness).*
- Inverness Harbour—Asks what amount has been appropriated for lands at Inverness for a harbour etc. Ans.—Information given, 1818.
- Inverness Postal Service—Asks in referring to answer given by Postmaster General on October 17 last does he intend to give same accommodation to Inverness as given to Chesley. Ans.—Information given, 815.

QUESTIONS—*Con.*

- Margaree Harbour—What amounts have been spent on improvements here, etc. Ans.—Information given, 355.
- Port Hood Public Wharf—What amounts have been spent in building and repairing this wharf? Ans.—Construction, \$52,695.07; repairs, \$17,477.14; total, \$70,172.21, 355.
- Trade Commissioner Grigg—Asks his salary, when he was engaged, and for what time, and his duties, etc. Ans.—Information given, 2435.
- Cockshutt, W. F. (Brantford).*
- Protection of Canadians in Mexico—Asks in event of war between States and Mexico, will government take any precautions to insure safety of lives and property of Canadians, etc. Ans.—Information given, 2785.
- Cruise, R. (Dauphin).*
- Camperville and Winnipegosis Mail Service—Asks name of contractor for carrying mails between said points, when was it let and at what rate, etc. Ans.—Information given, 2686.
- Canadian Northern Railways Conductors—Asks if conductors in Manitoba and Saskatchewan have made a demand for a conciliation board, etc. Ans.—Information given, 2518-19.
- Delisle, M. S. (Portneuf).*
- Colonel Morrison's Expenses—How many trips did he make to Quebec during past year, the object and cost of each, etc. Ans.—Information given, 1915.
- Murray Bay Winter Service—Asks how many trips the Montcalm and Lady Grey made since last fall, the cost of each, etc. Ans.—Information given, 1915-16.
- Portneuf Lightkeeper—Asks who was inquiring commissioner in case of Joséphine Rodrigue, his salary and what is complete list of witnesses. Ans.—Information given, 1219.
- Portneuf Lightkeeper—Asks if minister is aware that witnesses have not received their fees in connection with investigation. Ans.—Information given, 3510.
- Sessional Indemnities—Asks is government aware that Hon. F. D. Monk was absent from House during whole session, etc. Ans.—Information given, 817.
- SS. Montcalm—Asks will Montcalm after her trip to Seven Islands, be employed in keeping channel free from ice between Quebec and Montreal. Ans.—Information given, 666.
- St. Casimir Post Office—What amount was placed in estimates of 1911-12 for this work, etc.? Ans.—Information given, 360.

QUESTIONS—*Con.*

St. Casimir Post Office—Asks has Postmaster General received a petition from St. Casimir asking for a post office, etc. Ans.—Information given, 667.

St. Lawrence Pilot's Agent—Asks who replaced Ulric Thibaudeau, his salary and what are names of other employees connected with same office. Ans.—Information given, 1219.

Superintendent of Pilots—Asks is it intention of government to appoint a successor to late Captain Riley. Ans.—Matter is under consideration, 666.

Demers, M. J. (St. Johns and Iberville).

Distribution of seed grain—Will the government distribute seed grain to the farmers this year, etc. Ans. Information given 369.

George Menard—Asks was G. Menard dismissed, when and at whose request, etc. Ans.—He has not been dismissed, 2689.

Mr. Leandre Paradis—Asks was he appointed to position in government, what is his salary, etc. Ans.—Information given, 2840.

St. Johns-Iberville Bridge—Asks if sum of \$52,000 is going to be revoted as usual. Ans.—Information given, 2689.

St. Johns and Iberville Rural Mail—Has rural mail delivery been established in parish of St. Brigide, etc. Ans.—Information given, 366.

Has the contract for the conveyance of mail in the town of St. Johns been cancelled, etc. Ans.—Information given, 366-7.

What expenses have been incurred by the establishment of rural postal delivery routes in St. Johns and Iberville, etc. Ans.—Information given, 367.

How many post offices have been closed owing to establishment of rural mail delivery routes in St. Johns and Iberville and the names of offices. Ans.—Information given, 367.

St. Johns Island Revenue Collector—What is his salary, does the government intend to increase it. Ans. Information given, 1021.

St. Johns, Quebec, Collector of Customs—Asks what is salary of collector, etc. Ans.—Information given, 893.

St. Brigide Mail Contract—Asks did Post Office Department receive a complaint from I. Delauriers, etc. Ans.—No. 893.

Devlin, E. B. (Wright).

Georgian Bay Canal—Asks is government aware that in 1905, a Royal Commission on Transportation was appointed and what is cause of delay in building said canal. Ans.—Information given, 567-68.

QUESTIONS—*Con.*

Hull customs office—Asks how long customs office of Hull has been opened and what are receipts, etc. Ans.—Information given, 568.

Hull Inland Revenue Receipts—What are the receipts, if any, is it the intention of the government to erect a building. Ans.—Information given, 473.

Mineral Deposits near Hull—Asks if government know about deposits of magnetic ore, etc. Ans.—Information given, 1023.

Nova Scotia Coal—Is government aware that at confederation Nova Scotia and Ontario market for coal, etc. Ans.—Information given, 365.

Ottawa Improvement Commission, Hull—What sum or sums of money, if any, have been expended by the government or by the Ottawa Improvement Commission for the beautifying of the city of Hull or that portion of its surroundings, etc. Ans.—(1 and 2) \$3,989.03, beautifying Hull city hall square, 697.

Shipments of Grain—What was quantity of grain shipped by lake from Fort William and Port Arthur in 1911-12-13. Ans.—1911, 95,182,011; 1912, 135,545,946; 1913, 187,168,088, bushels, 472.

Traffic on Canadian Canals—What was the total for 1911-12-13, and how was traffic divided. Ans.—Information given, 365-6.

Wright County Post Offices—Asks re opening of post offices since 1911, where located, names of postmasters, and where rural mail routes have been established. Ans.—Information given, 445.

Douglas, J. M. (Strathcona).

Hudson Bay Terminals—Asks on which side of Saskatchewan river at Le Pas are terminals of Hudson Bay railway to be placed. Ans.—On southerly side, 568.

Edwards, W. J. (Frontenac).

Barrifield Camp—Asks if tenders were called for plumbing arrangements. From whom and when were tenders received and the amount of each, etc. Ans.—Information given, 3714.

Fenian Raid Bounty—N.S. Applications—Asks how many applications have been received, allowed and disallowed, etc. Ans.—Information given, 3509-10.

Frontenac Rural Mail—Asks when was first rural mail route established in county of Frontenac, etc. Ans.—Information given, 813.

Kingston Causeway—Asks if work has been discontinued, if so, when, and for what reason, is work likely to be completed in time specified. Ans.—(1) No. (2) Fair progress being made, 3509.

QUESTIONS—*Con.*

- Kingston Penitentiary Inquiry—Asks how many days were occupied by each of the commissioners, etc. Ans.—Information given, 2519.
- Militia and Church Parades—Calls attention to an editorial in Canadian Baptist of March 26, 1914, and asks if allegation that troops are allowed as guards at religious procession is well founded, etc. Ans.—Information given, 2178-9.
- Penitentiary Investigation Commission—Asks who are members of this commission, when appointed, etc. Ans.—Information given, 812-13.
- Penitentiary Commission's Report—Asks has report of said commission been received by Minister of Justice, if so, on what date, etc. Ans.—Information given, 2959.
- Emmerson, Hon. H. R. (Westmorland).*
- Canadian Northern Railway Pacific Terminus—Asks what port on Pacific coast, if any, has been selected by said company, etc. Ans.—Information given, 699-700.
- Canadian Northern Railway Terminals—Asks if government have any knowledge of ownership of terminals at Montreal, Winnipeg, and other points, etc. Ans.—Information given, 2262.
- Dismissals—Asks have services of R. Amos been dispensed with and who is his successor, etc. Ans.—Information given, 2962.
- Dorchester Penitentiary Staff—Asks if any appointments have been made since January 1, 1913, etc. Ans.—Information given, 441.
- Government Railways—Canadian Pacific Railway Agreement—Asks was agreement entered into within last six months between C.P.R. Company and Canadian Government railways, what is date, etc. Ans.—Information given, 567.
- Halifax Terminals—Asks is it true that R. H. Smith has been engaged to take charge of terminals, etc. Ans.—Information given, 1782.
- Hampton Station Improvements—Asks what is intended to be done, when work was started and reason of delay, etc. Ans.—Information given, 1691.
- Harbours in Westmorland—Asks *re* surveys, dredging and building of wharf and correspondence. Ans.—Information given, 443.
- Herring Fishing—Asks if it is the intention of exempting herring from operation of Fisheries Act, 1914. Ans.—Under consideration, 2437.
- Importation of Slag—Asks if an Order in Council was passed and in what way it affected importation of slag, etc. Ans.—Information given, 444.

QUESTIONS—*Con.*

- Intercolonial Railway—Appointment of Engineers—Asks *re* the appointment of Cowan as resident engineer at Truro, when he was appointed and his salary, etc. Ans.—Information given, 2176.
- Intercolonial Railway—Employment of Fred. Harris—Asks if this man is in the employ of I.C.R., etc. Ans.—Information given, 2176.
- Intercolonial Railway Branch Lines—Is it the intention of the government to introduce legislation during the present session for the acquisition of branch lines with the I.C.R., etc. Ans.—Information given, 353.
- I.C.R.—C. Fred Avard—Asks date he was appointed, what date dismissed, etc. Ans.—Information given, 3508.
- Intercolonial Railway—C.P.R. agreement—Asks the number of freight and van cars, and tons of freight, constitute a freight train under the agreement between the government and the C.P.R., etc.—Ans. Information given, 1534.
- Intercolonial Railway—Detective Sheffington—Has he been employed on the I.C.R. at any time since January 1912, if so, what were the services rendered, and the amount for such service, etc., etc. Ans.—Information given, 921.
- Intercolonial Railway—Dismissals at Sackville—How many have been made since December 1, 1913; who were they, and in what employment and were they permanent, etc. Ans.—Information given, 1017.
- Intercolonial Railway—District No. 3—Asks *re* an interview given in St. John, N.B., by Mr. Gutelius in respect to division No. 3, etc. Ans.—Information given.
- Intercolonial Railway—Dorchester Water Supply—Has a water supply been furnished for railway purposes, if not, why not, etc., etc. Ans.—Information, 1015.
- Intercolonial Railway Earnings—Asks if statement of Gutelius that there was a loss in January of \$80,000 correct, etc. Ans.—Information given, 1691.
- Intercolonial Railway Employees' Provident Fund—Asks particulars *re* amount to credit of this fund at certain dates, etc. Ans.—Information given, 469-70.
- Intercolonial Railway French River Bridge—Did I.C.R. or Department of Railways and Canals engage a diver to examine foundation of this bridge, etc., etc. Ans.—Information given, 362-3.
- Intercolonial Railway—Moncton Property Purchase—Asks did railway purchase residential property in Moncton, if so, price paid and to whom, etc. Ans.—Information given, 893-94.

QUESTIONS—*Con.*

Intercolonial Railway—St. John Hampton train receipts—What are the receipts from passengers, express, etc., from suburban trains. Ans.—132, 136, 138 and 156 for 1910-11-12-13. Ans.—Information given, 1015-16.

Intercolonial Railway Survey Staff—Asks if C.P.R. has staff surveying in N.B. with a view to double-tracking and improving grades and curves, etc. Ans.—Information given, 2261-2.

National Transcontinental Railway Investigating Commission—Asks for certain information with regard to F. P. Gutelius. Ans.—Information given, 1329.

Patrol Boat Hudson—Asks did Marine and Fisheries Department operate SS. Hudson during past season, who were employed as crew and when was vessel laid up for winter, etc. Ans. Information given, 2687.

Richibucto Life-Saving Crew—Asks was official sent to Richibucto, September last to investigate, etc. Ans. Information given, 668-69.

Sackville Public Wharf—Asks when new wharf was completed, etc. Ans.—Information given, 568-69.

Shipment of Hay—Is there any hay being shipped over the I.C.R. to Halifax via the C.P.R. which comes under the terms of the agreement, &c., &c. Ans.—Information given, 922.

Trent Valley Woolen Manufacturing Company—Asks who the directors, officers and chief shareholders are, &c. Ans.—Information given, 2177.

Wooden Railway Car—Does the government contemplate discontinuing constructing cars of wood and substituting steel, &c. Ans.—No, 355.

Either, J. A. C. (Two Mountains).

Canned Tomatoes and Corn—Asks the total value produced in Canada since 1900, &c. Ans.—Information not available, 1605-6.

Vegetable and Fresh Canneries—Asks number of factories in each province of Canada. Ans.—Information given, 1605.

Fortier, E. (Lotbiniere).

Blue Books in French—Asks when certain blue books will be distributed, &c. Ans.—Information given, 2436.

Fowler, G. W. (Kings and Albert).

Judge of Yukon Territory—Asks who present judge is, when appointed, his salary, living allowance, &c. Ans.—Information given, 4022.

QUESTIONS—*Con.*

Gauvreau, C. A. (Temiscouata).

Dismissals.

Is the Minister of Railways and Canals aware that 23 employees of the I.C.R. at Rivière du Loup have been dismissed without notice, &c. Ans.—Information given, 370.

Engineers at Rimouski—What are the names of the engineers, asst. engineers, apprentices or of any other employee of the office of the engineers at Rimouski, &c. Ans.—Information given, 2079.

Fraserville Battery—Has the 20th Battery of Artillery any right to a contribution of \$150 as a battery fund, if so has this amount been paid, and to whom, &c. Ans.—Information given, 1021.

Fraserville 20th Battery—Asks what hall has been rented to accommodate guns, who are owners and amount paid for rent. Ans.—Information given, 2263.

Fraserville Drill Hall—Is it the intention to erect a drill hall here. Ans.—Under consideration, 360.

Fraserville Harbour—Has the Department of Railways come to an understanding with Department of Public Works as to improvements needed, if so, when are works to be started. Ans.—(1) Yes; (2) Plans and specifications being completed after which tenders will be invited, 358.

Fraserville Harbour Works—Asks why works have not been started in 1913, &c. Ans.—Information given, 441.

Fraserville Harbour Works—Asks *re* an interview with a deputation in regard to works here, &c. Ans.—No, 1604.

Asks if Postmaster General telegraphed to any one at Fraserville, ordering him to Ottawa with a delegation in regard to improvements to the harbour there. Ans.—No, 1604.

French Canadian Senator for Ontario—Asks *re* such appointment and reads article from L'Action Sociale. Ans.—No, 367.

I.C.R. Ice Supply—Have tenders been called for supply at Rivière du Loup, Rivière Ouelle and Rimouski, &c., &c. Ans.—Information given, 364.

Intercolonial Railway Ice Supply—Asks name of tenderers at Ste. Flavie, the amount of each tender, to whom was contract awarded and on what conditions. Ans.—Information given, 2016.

Investigation by Rimouski Advocates—Asks how much they have received since 1911, how many investigations held by each of them. Ans.—Information given, 2262.

L'Isle Verte Wharf—Was Joseph Collin employed as superintendent in 1912-13, etc. Ans.—Information given, 360.

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Isle Verte Wharf—Asks *re* purchase of wood for this work, etc. Ans.—No, 1604.

L'Isle Verte Wharf—Asks if any complaint has been made *re* earth being deposited in channel of river, etc. Ans.—Information given, 2264.

L'Isle Verte Wharf—Asks total amount spent for repairing and construction, etc. Ans.—Information given, 4712.

L'Assurance de Rimouski—Asks when first deposit was made and what it consisted of, etc., etc. Ans.—Information given, 3894-5.

Payments to Mr. E. H. Cimon—Asks what amount was charged for travelling expenses by Mr. Cimon and has he been paid. Ans.—Information given, 664.

Quebec Harbour Commission Attorney—Has the attorney been replaced, if so, by whom, etc. Ans.—No, 1604.

Quebec Harbour Commission Attorney—Asks if it is intention of minister to inquire who has taken Stewart's place as its adviser and as to his salary, etc. Ans.—Information given, 2263-4.

Rimouski Customs Officers—Asks what is salary of customs officer and his assistant, etc. Ans.—Information given, 2015.

Rimouski Harbour—Is it the intention of the government to have certain work done in the harbour of Rimouski, if so, were tenders asked for, who are they and amount of each. Ans.—Information given, 2079.

Rimouski Harbour—Asks who were the tenderers and amount of each, etc. Ans.—Information given, 2310.

Rimouski Medical Service—Asks how many doctors have been appointed to the transatlantic steamer service at Rimouski, etc. Ans.—Information given, 2015-16.

The 20th Battery—Asks was a request made to rent a hall at Fraserville, to store guns for military drill, etc. Ans.—Information given, 1361.

Graham, Hon. G. P. (Renfrew South).

Crossing Protection—What amount has been paid out to assist in removing level crossings, etc. Ans.—Information given, 360.

Eganville Post Office—Has the government decided to erect post office on north side of the river. Ans.—Yes, 353.

Eganville Post Office Building—Asks name of inspector or clerk of works when appointed and salary, etc. Ans.—Information given, 2545.

Grand Trunk Pacific Arbitration—Was Sir William White appointed sole arbitrator to adjust certain differences between the government and T.N.R. Commission and

QUESTIONS—*Con.*

the G.T.P. Ry. Co., if so, what was the date of the appointment, etc., etc. Ans.—Information given, 360-2.

Grand Trunk Pacific—Cost per mile—What is the estimated cost for the mountain section and prairie section. Ans.—Information given, 923.

Hudson Bay Railway Construction—Asks if party of men and horses who left Le Pas in January reached Port Nelson, how many men were in party when leaving, etc. Ans.—Information given, 3112.

Manufacture of Steel Barrels and Drums—Are there any firms in Canada manufacturing steel bars or drums, how many with their value were imported into Canada in 1913. Ans.—Information given, 1534.

Morrisburg-Williamsburg Mail Service—Were tenders called for a service between these points in 1913, etc. Ans.—Information given, 1692.

National Transcontinental Railway—Changes of grade—Has the G.T.P. Railway Company approved of the changes of grades between Quebec and Winnipeg since October, 1911, if so, on what terms and date. Ans.—No, 921.

National Transcontinental Railway Coal Chutes—Asks if Roberts and Schaefer of Chicago have contracted for chute, the price of piles delivered and driven, &c. Ans.—Information given, 3113.

National Transcontinental Railway—Eastern Division—What amount has been expended to date, what amount is due on cost to date and estimated amount to complete. Ans.—Information given, 1019.

National Transcontinental Railway Investigation Commission—Were Lynch and Gutelius sworn to faithfully and impartially perform their duties, if so, who administered the oath and what was its full text. Ans.—Appointed in usual way, 1328-9.

Were the witnesses called before Lynch and Gutelius sworn, &c. Ans.—Information given, 1329.

National Transcontinental Railway Contracts—Was an agreement entered into by the N.T. R. Commission to retain 10 per cent from moneys earned by O'Brien, Fowler and McDougall on contracts 16 and 17 and pay the same to M. P. and J. T. Davis, &c. Ans.—Information given, 1329.

National Transcontinental Railway—Quebec Shops—Asks if shops are being erected by Transcontinental Commission at Quebec, &c. Ans.—Information given, 1817.

National Transcontinental Railway—Shops at Transcona—Asks are shops there completed and total cost, &c. Ans.—Detailed information given, 664.

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- National Transcontinental Railway—St. Malo Tunnel—Asks what is estimated cost of proposed tunnel. Ans.—Estimated cost given when tenders are opened, \$91.
- Pas Mission Bridge—Is bridge across Saskatchewan at Pas Mission completed, if so, what date was it so completed. Ans.—Information given, 365.
- Pembroke Armoury—Asks who was the lowest tenderer, &c. Ans.—Information given, 5193-4.
- Quebec and Montreal Harbour Commission—Asks is government considering transferring Harbour Commissioners of Quebec and Montreal, &c. Ans.—No, 1434.
- Quebec Land Purchases—Asks did government authorize the purchase of Indian Cove and stone quarries at Quebec. Ans.—Information given, 1434.
- Quebec Union Station—Is station being constructed by the C.P.R. on the line of the N.T.R., if not, on what line is it situated, &c. Ans.—Information given, 1913.
- Radium Bearing Ores—Asks if it is intention to grant bonuses to encourage prospecting of such ores. Ans.—Information given, 1692.
- St. John Harbour Improvements—What is the contract price for solid rock paid to Norton Griffiths Co., &c. Ans.—Information given, 1693.
- St. Lawrence Pilotage—Asks has Minister of Marine's attention been drawn to statement in last annual report of Liverpool Underwriters' Association, &c. Ans.—Information given, 815-16.
- St. Malo Railway Shops—Who is the contractor, on what date was Order in Council passed, on what date was work commenced. Ans.—Information given, 360.
- St. Malo Car Shops—Has any change been made in the schedule for I. Gosselin's tender for locomotive and car shops since contract was awarded, if so, to what class of material does the change relate. Ans.—Information given, 701.
- Toronto-Sudbury Line—What is the length of this line, when was construction commenced and completed, &c., &c. Ans.—Information given, 1113.
- Transcontinental Investigating Commission—Asks if ex-commissioner young was examined under oath, &c. Ans.—No, 1915.
- Transcontinental Railway Construction—Asks has any change been made in character of structure on railway, &c. Ans.—Information given, 573.
- Transcontinental Railway Shops—Exclusive of those at Transcona what is the cost or estimated cost of all car and locomotive repair shops now constructed or to be constructed on the eastern division. Ans.—Information given, 1018-19.

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- Transcontinental Railway—Expenses of Investigating Commission—Asks have commissioners appointed concluded their labours, &c. Ans.—Information given, 895.
- Trent Canal Investigation—Asks was there an investigation in 1912, by whom and was a report made, &c. Ans.—Information given, 1817.
- Victoria Naval Volunteers—Asks if deputation was received on behalf of British Columbia naval volunteers. Ans.—Information given, 1914.
- Henderson, David (Halton).*
- Federal Life Assurance Company—What is the number of half-yearly renewals of certificates of insurance issued, etc. Ans.—No information, 2435.
- Hughes, J. J. (Kings, P.E.I.).*
- Carleton Head, P.E.I., Breakwater—Asks if the contract for construction is an ordinary, straight contract or on a percentage basis. Ans.—An ordinary contract, 2178.
- Charlottetown-Crapaud Mails—Asks if tenders were invited, how many tendered and the amount of each, etc. Ans.—Information given, 3058.
- Dismissal—Asks who recommended dismissal of Alex. McRae lightkeeper at Point Prim and who recommended the appointment of his successor. Ans.—(1 and 2) A. A. Maclean, M.P., and Mr. Nicholson, M.P., 1118.
- Elmira Post Office—Has a petition been received from the residents complaining of the manner in which the post office at that place is managed, etc., etc. Ans.—Information given, 702.
- Fenian Raid Bounties—Asks conditions under which men are being paid who drilled only, etc. Ans.—Information given, 440.
- French River Wharf—Asks what quantity of different kinds of material were used in repairs of French river wharf, etc. Answer filed with Clerk of House, 1434.
- Government Railways—Box and Flat Cars—Asks what is capacity of cars on Intercolonial railway and of Prince Edward Island railway. Ans.—Information given, 568.
- Honorary Militia Officers—Asks how many of such officers have been appointed since October, 1911, to the present time. Ans.—Referred to Canada Gazette, 1605.
- Last Railway Land Grant—What is the date of the last statute passed by the Parliament of Canada authorizing a grant of land to a railway company? Ans.—Information given, 5027.
- Little Sands Breakwater—Asks if tenders have been invited, how many received and amount of each, etc. Ans.—Information given, 445.

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- Little Sands Breakwater—Asks if tenders have been invited, how many received, amount of each and names, etc. Ans.—Information given, 1605.
- Officer Commanding Sixth Division—Asks what are christian and surnames of O.C. 6th division of militia. Ans.—Robert William Rutherford, 1783.
- Payments to Heath Strong—Asks *re* remuneration paid him *re* dismissal of light-keeper, etc. Ans.—Information given, 1116.
- Prince Edward Island Banks—Asks number of banks doing business at time province entered Confederation, etc. Ans.—Information given, 1781.
- Prince Edward Island Banks—Asks if any doing business at the time of Confederation subsequently failed, etc. Ans.—Information given, 2543-4.
- Prince Edward Island Dredges—Asks how many tugs are employed in connection with them, their names and owners, etc. Ans.—Information given, 3058.
- Prince Edward Island Railway Freight Rates—What was the freight tariff on oats, potatoes, hay, straw, cattle, horses, sheep, etc., etc. Ans.—Statement filed with Clerk of House, 1019.
- Rocky Point Wharf—Asks if a site was purchased from Malcolm McKinnon, when made and what price, etc. Ans.—Information given, 3113.
- Rocky Point Wharf—Asks who recommended purchase of a site from M. McKinnon, and who recommended that it be not used after it was bought and paid for. Ans.—(1) District engineer. (2) Petition of inhabitants, 3318.
- Shell-fish Commission—Asks what it cost and what received by each commissioner and if work has been completed. Ans.—Information given, 4022.
- Shell-fish Commission—Asks when commission commenced its work, and when completed, etc. Ans.—Information given, 4294.
- Souris Rifle Range—Asks has a rifle range been purchased near Souris, etc. Ans.—Information given, 1435.
- Souris Rifle Range—Asks what is christian name of Hon. McLean, etc. Ans.—Information given, 1783.
- Souris Rifle Range—Asks what government paid for range, who recommended purchase, etc. Ans.—Information given, 1694.

Jameson, Clarence (Digby).

- Shippegan Dog-Fish Reduction Works—Did the government erect a reduction plant at Shippegan, and if so, on whose recommendation, the cost of construction, etc. Ans.—Information given, 2177.

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Kay, W. F. (Missisquoi).

- Bedford Public Building—Asks if a post office was promised, etc. Ans.—Information given, 2545.
- Brome Rural Mail Routes—What are the names of the tenderers for routes leading from Brigham, etc. Ans.—Information given, 703.
- Farnham Camp—Asks number of acres of land purchased in Farnham for military camp prior to September 21, 1911, and average price per acre, etc. Ans.—Motion for return having been made, this information will be contained in papers brought down, 1435.
- St. Armand Station Rural Mail—Asks how many times tenders were called for route No. 2, the names and amount of each tender, etc. Ans.—Information given, 3208.

Knowles, W. E. (Moosejaw).

- Aurora Menace—Asks if this publication from Missouri has been prohibited, and if so, why, for what length of time and the reasons. Ans.—Information given, 2310-11.
- Canadian Imports and Exports—What were the imports for home consumption for 1893-4-5-6 and 1912-13, and exports for same years. Ans.—Information given, 1332.
- Customs Duties—Asks what were the gross amounts of customs duties collected in 1912-13, 1913-14 on articles affected by changes in tariff proposed this session, etc. Answer not given, 5193.
- Homestead Entry—Asks when was entry of H. R. McVeigh cancelled, etc. Ans.—Information given, 2841.
- Homestead Regulations—Asks if Minister of Interior announced in 1913 that certain changes would be made in homestead regulations, etc. Ans.—Information given, 2311.
- Has the Aurora Menace, published at Aurora, Ont., been prohibited, and if so, why, for what length of time, and the reasons. Ans.—Information given, 2311.
- Hudson Bay Railway—Asks were any persons employed in purchasing the right of way, if so, who were employed. Ans.—Matter was dealt with by officers of Department of Railways and Canals only, 1434.
- Interest on Pre-emption Payments—Asks is interest charge in connection with pre-emption payments to be cancelled. Ans.—Matter is now engaging attention of government, 1434.
- Ranching and Grazing Commission—Asks when it met in Moosejaw, what witnesses were heard, etc. Ans.—Information given, 2543.

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Rebate on Raw Material—Asks what amounts were rebated on account of raw material used by manufacturers of agricultural implements during 1905-06 and 1912-13. Ans.—Information given, 1360.

Kyte, G. W. (Richmond, N.S.).

Appointment of Messengers—Asks number of appointments made in messenger staff of House of Commons since 1911, etc. Ans.—Information given, 568.

Bear River Wharf—Asks if property was purchased from H. H. Marshall, M.P.P. for Digby for this wharf, etc. Ans.—Information given, 2013.

Civil Service Commission—Excluding vacations, how often have the commissioners, or either of them, been absent from Ottawa since October 15, 1911, on business not connected with the commission, etc. Ans.—Information given, 697.

Customs Appointments—Asks how many appointments have been made in outside service since September 1911, how many of these have been transferred to the inside, their names and salaries. Ans.—(1) 768 (2) none (3) none 473.

Dredge George McKenzie—Asks was it sold, if so, how, when and where and at what cost was it rebuilt, etc. Ans.—Information given, 1780.

Employment of Allen J. Cameron—Asks what is number of days that A. J. Cameron devoted to work of investigating Fenian Raid bounty applications, etc. —Ans. Information given, 2960.

Employment of H. H. Loucks—Asks how long he was employed on Commons staff, etc. Ans.—Information given, 2439.

Employment of John A. McDonald—Is he employed on the engineering staff of St. Peter's canal improvements, etc. Ans.—Information given, 1020.

House of Commons Staff—Asks if report was made by Short *re* investigation. Ans.—Information given, 442.

Indians, Kings County N.S.—Asks how many, in what part, and in what numbers, are such Indians located, etc. Ans.—Information given, 3208.

Letter Boxes in South Bruce—What is the population of the village of Chesley, have letter boxes been placed on its streets, if so, how many and when placed. Ans.—Information given, 353.

Letter Boxes in Walkerton—What is the population of the town of Walkerton, have letter boxes been placed on the streets, if so, how many and when placed. Ans.—Information given, 353.

Ottawa Building Leases—Asks if government has leased any part of Rea building, how much and price per square foot. Ans.—(1) Yes. (2) 3 flats, 5 years, 70c. a foot, 2439.

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Richmond County Public Works—Asks how much money was expended on public works in Richmond since October 11, 1911, etc. Ans.—Information given, 571-72.

Royal Canadian Regiment Band—Asks who authorized band to take part in a public meeting at Halifax, April 8, 1914, etc. Ans.—Information given, 3111.

Services of Alfred Bishop—Upon what terms and conditions may the services of Alfred Bishop, of the Kentville Horticultural Station, be made available to address farmers' meetings in N.S., etc. Ans.—Information given, 3208-9.

Shelburne County Fishery Guardians—Asks who were fishery guardians in Shelburne county for years ending March 31, 1913-14 and the amounts paid to them. Ans.—Detailed information given, 2961-62. Asks who is fishery guardian at East Ragged Island and his salary, etc. Ans.—Information given, 2962.

St. Esprit Lightkeeper—When did he resign, has another been appointed, who is in charge at present time. Ans.—(1) by letter (2) No. (3). Alex. Ferguson, 473.

Lachance, A. (Quebec Centre).

Dominion Armoury, Quebec—Asks if an investigation was held since October 1, 1911 as to the management, etc. Ans.—Information given, 5028-9.

Has the government decided to remove the cartridge factory, etc. Ans.—Yes, 5029.

Quebec Harbour Master—Asks if captain J. A. Murray has succeeded P. Sullivan as harbour master, etc. Ans.—Information given, 5029.

Weights and Measures Inspector—Asks if Lortie was recently appointed, etc. Ans.—Information given, 5029.

Lancot, R. (Laprairie and Napierville).

Canadian Pacific Railway Bridge, Lachine—Asks if any arrangements were made with regard to vehicular traffic, etc. Ans.—No. 3111.

Depositors of Defunct Banks—Asks if it is the intention in the future to refund losses from failure of all the great commercial corporations. Amount lost by depositors of La Banque St. Jean and Ville Marie and number of depositors. Ans.—Information given, 3894. Is it the intention of the government to indemnify the depositors of the Farmers Bank, etc., etc. Ans.—Information given, 3894.

Expenses of Postmaster General—Asks *re* expenses of Postmaster General's trip to west, etc. Ans.—Information given, 1117.

Laprairie Retaining Wall—Asks has contract been signed and what is price of it etc. Ans. Information given, 2688.

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Laprairie Retaining Wall—Refers to answer given *re* this wall and asks of the \$1.50 per square yard for the stone rip-rap cover the work only or are the contractors obliged to supply the stone. Ans. Contractors supply the stone, 3715.

Laprairie Public Buildings—Asks if Alphonse Duranceau has done work for government, etc. Ans.—Yes, 4712.

Protecting Wall at Laprairie—Was there a contract made between the government and Poupert & Duranceau for that work, etc., etc. Ans.—Information given, 920-1.

St. Lambert Retaining Wall—Asks *re* stone contracted for by late government, etc., etc. Ans.—Information given, 3055.

Lapointe, E. (Kamouraska).

Agricultural Aid Act—Has the government appointed officers to supervise the distribution and management of federal subsidy for agriculture, etc., etc. Ans.—Information given, 358-9.

Agricultural Subsidy Officers—Refers to question and answer appearing in French 'Hansard' of February 2, on page 390 *re* appointment of agricultural officers, etc. Ans.—Information given, 3956-7.

Employment of Darius Cadrin—Asks if he is employed in any of the departments, in what capacity, etc. Answer given, 3638.

Employment of Thomas Kinsella—Asks if he is employed in any of the departments, what is his position, etc. Answer given, 3638.

Employment of Isidore Lacasse—Asks if he employed in any of the departments, his position, etc. Answer given, 3638.

Employment of Albert Morin—Asks if he is employed in any of the departments, what is his position, etc. Ans.—No, 3638.

Employment of Albert Tremblay—Asks if he is employed by Department of Agriculture, etc. Ans.—Yes, 5194.

Giasson Post Office—Asks if office bearing this name was opened in county of L'Islet, etc. Ans.—Information given, 2177.

Intercolonial Railway—Ste. Louise improvements—Asks if the department has been asked to make certain works of fencing and draining at this point, etc. Ans.—Information given, 2013.

National Transcontinental Railway—Asks when will that section of railway be taken over from contractors, etc. Ans.—Information given, 569.

Ste. Anne Wharf—To whom was \$747.90 paid for the extension of the wharf at Ste. Anne de la Pocatière as mentioned in public Accounts, for what works or material and when was it paid? Ans.—Information given, 2078-9.

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Ste. Perpetue Food Inspector—Has he made any report since his appointment, if so, when? What is his salary? Ans.—Information given, 359.

St. Roch des Aulnaies Excise Officer—Asks has this officer made any report since his appointment, if so, when? What is his salary? Ans.—Information given, 360.

Ste. Anne Experimental Station—Has the government secured new grounds for the extension here, etc. Ans.—Information given, 360.

Ste. Perpetue Railway Station—Asks when name was changed from Laurier to Monk, who recommended it and reasons for change. Ans.—Information given, 1913-14.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East).

British Columbia Better Terms Commission—Who are the members of the commission and when were they appointed, who is the secretary, etc. Ans.—Information given, 359.

International Purity Congress—Who was the representative of the government at Minneapolis 7th to 12th November, 1913, has a report been made. Ans.—Information given, 359.

Law, B. B. (Yarmouth).

Arcadia Rural Mail Route—Has application been made for delivery between Arcadia and East Chebogue post office, etc. Ans.—Information given, 701.

Barrington Passage Wharf—What was the cost of material used for re-covering wharf from whom was material purchased. Ans.—Information given, 1330.

Bear Point Wharf—What was the cost of material used for re-covering wharf and from whom purchased. Ans.—Information given, 1330.

Dredge Canada—Asks were tenders for a boiler for dredge Canada, asked for, if so, how many were received and the amounts, etc. Ans.—Information given, 811.

Expenditure on Military Works—Asks what is total proposed expenditure in estimates for 1914-15 under heading of Public Works. Ans.—\$2,530,000, 816.

Fenian Raid Bounties—Asks if a list of the applicants for county of Yarmouth was furnished to any person previous to the list laid on Table on March 9, 1914, etc. Ans.—Information given, 1693.

Fenian Raid Bounty—Asks was a list furnished to anyone concerning applicants for Fenian Raid Bounty, etc. Ans.—Information given, 1783.

Lightship Lurcher—How long was she out of commission in 1913 for annual overhauling, has the government considered providing a relief lightship for the Lurcher. Ans.—Information given, 368-9.

QUESTIONS—*Con.*

- Lower Argyle Post Office—What was the revenue from all sources from July 1, 1911, etc. Ans.—Information given, 1913.
- Port Maitland Post Office—What was the revenue from all sources from July 1, 1910 to July 1, 1911, etc. Ans.—Information given, 1913.
- Post La Tour Breakwater—What quantity of material was used, what was the price paid, and from whom purchased. Ans.—Information given, 1330.
- Pure Bred Live Stock—Asks if W. H. Coming is appointed to purchase pure bred animals in Yarmouth, etc. Ans.—Information given, 2308-9.
- Seed Lobsters—Asks number of seed lobsters that have been placed in lobster pond at Long Beach and what was cost each year, etc. Ans.—Information given, 816.
- SS. Gulnare—Asks were tenders asked for boiler for Gulnare, etc. Ans.—Information given, 668.
- Submarine Bell Floats—Asks were tenders asked for thirteen submarine bell floats by Department, etc. Ans.—Information given, 668.
- Wreck of the Cobequid—Was a message of congratulation received by the minister from the Governor General relating to rescue of passengers and crew from wrecked Cobequid, etc., etc. Ans.—Information given, 258.
- Yarmouth Harbour Dredging—How many tenders were received in 1913, etc. Ans.—Information given, 2309.
- Yarmouth North Post Office—Asks what was revenue and sources of same, from Yarmouth North post office for year ending June, 30, 1911 and also 1913. Ans.—Information given, 816.
- Yarmouth—Purchases of Live Stock—Asks number and what breed of swine purchased by Agricultural Department in county of Yarmouth during 1913, etc. Ans.—Information given, 665.
- Asks how many and what breed of horses purchased by Department in Yarmouth during 1913, etc. Ans.—Information given, 665.
- Asks number and what breed of cattle purchased by department in Yarmouth during 1913, etc. Ans.—Information given, 665.
- Asks number and what breed of sheep purchased by department in Yarmouth during 1913, etc. Ans.—Information given, 665-66.
- Yarmouth Rural Mail—Asks number of delivery routes established in county of Yarmouth, etc. Information given, 570-571.

QUESTIONS—*Con.*

- Lemieux, Hon. R. (Rouville).*
- Baie St. Paul—Malbaie Mail Service—Asks has a mail contract been recently advertised for said places, etc. Ans.—Information given, 1819.
- Baie St. Paul Mail Service—Asks if contract has been awarded, and to whom and at what price, how many tenders received. Ans.—(1) Yes. (2) L. Bouchard, \$1,775, (3) 82, 3058.
- Breakwater Little East River—Is it intention of government to build this breakwater, etc. Ans.—Information given, 354.
- Bulgarian and Russian Immigrants—Asks how many have landed at Quebec, etc. Ans.—Information given, 4560.
- Canadian Office in London—Has the government leased or purchased any site. Ans.—No. 352.
- Cap Aux Corbeaux Wharf—Asks total cost for repairing or construction, etc., etc. Ans.—Information given, 4293-4.
- Carslake Hotel Property—Asks if government is still negotiating for purchase of this property. Ans.—Information given, 3318.
- Carslake property—Asks what amount was offered for this property before expropriation proceedings were entered, etc. Ans.—No offer, 2436.
- Criminal Code Revision—Asks if it is the intention to have it revised and when. Ans.—Under consideration, 3058.
- Has postmaster at Grindstone been dismissed, if so, at whose request and for what cause. Ans.—(1) Yes. (2) Political partisanship, by direction of Postmaster General, 369-70.
- Dismissals—Asks re-dismissal of E. Faucher, etc. Ans.—Information given, 1784.
- Electoral Corruption—Is it the intention to make more effective provisions to punish bribery and fraud at elections, etc., etc. Ans.—Under consideration. Motion on Order Paper covering same subject, 344-5.
- Employment of Mr. Philius Dubé—Asks if he is employed on construction of workshops of N.T.R. at St. Malo, the nature of his work and salary. Ans.—No, 2016.
- Employment of William F. Slack—Was he appointed as clerk of works in Public Works Department in July 1911, etc., etc. Ans.—Information given, 921-2.
- Expenditure on International Expositions—What amount of money has been spent since 1896 for these exhibitions the world over, and the amount decided to be spent for San Francisco exhibition. Ans.—Information given, 359.

QUESTIONS—*Con.*

- Georgian Bay Canal—Has the Government received a resolution passed by the Board of the Chambre de Commerce, Montreal. Ans.—Yes, 352.
- Georgian Bay Canal—Asks if Government has received resolution passed by the Chambre de Commerce, Montreal. Ans.—Yes, 1020-21.
- Giasson Post Office—Asks did postmaster receive petition, which he quotes, and what decision has been arrived at. Ans.—Information given, 2688.
- Government Property at Montreal—Asks has Government disposed of property purchased near Bonaventure station, etc. Ans.—Information given, 2962.
- Great Lakes Navigation—Is it intention of Government to appoint a commission to investigate the conditions of lake navigation. Ans.—Information given, 349-50.
- Hagersville Postmaster—Asks has attention been called that postmaster at Hagersville is carrying on business of Regal Gas Company in same room, etc. Ans.—Information given, 2686-87.
- Harvey Junction-Cochrane Train Service—Asks who besides the Quebec Board of Trade and the settlers of Abitibi have petitioned to have trains on N.T.R. run between those points. Ans.—Information given, 2437.
- Heron Island Power House—Asks if permission has been given to a company to build house and dam at that place, the name of Co. etc. Ans.—No. 2438.
- Immigration from the United States—How much has been paid to the Newspaper Union of the United States, since Nov. 1, 1911, for immigration advertisement matter, etc. Ans.—Information given, 697.
- Intercolonial Railway—Wireless System—Asks if wireless system is going to be established in connection with said railway. Ans.—It has not been considered, 1782.
- International Congress of Dentistry—Asks has Government been invited to officially participate in said congress, etc. Ans.—Information given, 2957.
- Liquor Selling to Indians—Asks what fines were collected from the Seven Islands agency for sale of liquors to the Montagnais band in 1912-14. Ans.—Information given, 3207.
- Lobster Fishing—Has the regulations been changed as regard the Magdalen Islands, etc. Ans.—Information given, 344.
- Lumley Post Office—Asks who is postmaster at Lumley, number of families served by office, etc. Ans.—Information given, 1818.

QUESTIONS—*Con.*

- Magdalen Islands Mail Service—Has the mail contract between Ryan and Leslie been cancelled, etc. Ans.—No. 344.
- Mails in Charlevoix and Montmorency—Asks who has contract between Baie St. Paul and Tête des Caps, etc. Ans.—Information given, 4368.
- Mail Bag Locks—Has any been patented since March 19, 1913, if so, under what number and who are the patentees. Ans.—(1), yes. (2) 151,043. (3) F. W. Carling, 354.
- Mail Bag Locks—How many locks have been purchased since March 19, 1913, and the price for each and name firm from whom purchased. Ans.—None, 473.
- Montreal Circuit Court Judges—Is it the intention of the government to increase the salaries for the district of Montreal. Has the minister considered the raising of the status of said judges to that of Superior Court Judges. Ans.—(1) under consideration. (2) Yes, 697.
- Montreal Postal Station—Is the government negotiating to purchase the property known as the Carslake hotel, near Bonaventure station. Who are the owners, etc. Ans.—Information given, 2079. Who are the valuers said to have been appointed by the government for the proposed expropriation of the property known as the Carslake hotel, Montreal, etc. Ans.—Information given, 2079.
- Mr. J. A. Armstrong—Has this man been dismissed, if so, for what reason, and when was he appointed. Ans.—No such man in service, 2179.
- Nanaimo Strike—Prisoners Death—Has the attention of the minister been called to an article in the Ottawa Citizen of February 4. Is the fact stated true. Ans.—Information given, 699.
- National Transcontinental Railway—Expropriation Cases—Asks number of cases pending before Exchequer Court and total amount claimed, etc. Ans.—Information given, 699.
- National Transcontinental Railway and Montreal—Asks if government's attention has been drawn to resolution adopted by Montreal Board of Trade, etc. Ans.—Information given, 816.
- National Transcontinental Railway Train Service—Asks when government contemplate establishing a service west of Quebec, etc. Ans.—Information given, 1691.
- National Transcontinental Railway—St. Malo shops—How many men are actually employed at the construction of the work, etc. Ans.—Information given, 1535. Who has been appointed foreman at the machine shops of the National Transcontinental Railway at St. Malo, and what is his salary. Ans.—Information given, 1535.

QUESTIONS—*Con.*

- New Telescope—Has the contract been let by the government for the building of a telescope, etc. Ans.—Information given, 344-5.
- Ontario Equipment Company—Asks if any purchase have been made by Post Office Department between said company, etc. Ans.—Information given, 699.
- Oriental in British Columbia Coal Mines—Asks number of orientals employed under ground in mines of Canadian Collieries, British Columbia. Ans.—Information given, 808-9.
- Parcel Post—What progress has been made towards its establishment, etc. Ans.—Information given, 350.
- Poulsen Wireless System—Asks when is this system expected to be in operation. Ans.—Shortly, 2687.
- Quebec Harbour Appliances—Asks difference between lowest Canadian and British tenderers, for crane, dredge, floating grain elevator and service boat. Ans.—Information given, 3398.
- Quebec Harbour Works—Calls attention to Quebec Newspaper item and asks if any of the expenditure has been authorized by the department, etc., etc. Ans.—Information given, 3055.
- Quebec—Lévis Mail Contract—Asks who has contract and the amount. Ans.—Negotiations not closed, 2263.
- Quebec Superior Court Judges—Is it the intention of the government to increase the salaries of the Superior Court Judges residing in the rural districts. Has the minister received any memo. to that effect. Ans.—(1) Under consideration. (2) Yes, 697-8.
- Quebec Quarantine Inspectors—How many have been appointed since October 1, 1913, etc. Ans.—Information given, 354.
- Quebec Bridge Employees Strike—Asks if strike has been declared and the causes. Ans.—Information given, 5030.
- Railway Freight Rates—Asks has an application been made by railway companies for leave to appeal recent decision rendered by Railway Commission concerning freight rates. Ans.—Information given, 2687.
- Reimbursement of Bank Depositors—Asks if it is the intention to reimburse depositors of Ville Marie Bank, Banque St. Jean and Banque du Peuple. Ans.—No, 3208.
- Royal Society of Canada—Is it the intention of the government to erect a building for this society. Ans.—Information given, 350.
- St. Anne des Monts Wharf—Asks has contract been awarded for construction of a wharf at said place and how many tenders were received, etc. Ans.—Information given, 2687.

QUESTIONS—*Con.*

- St. Joachim and Baie St. Paul Mail Service—Has a mail contract been recently awarded, etc. Ans.—Information given, 1914.
- St. Jérôme Wharf—Asks to whom contract was awarded for stone, amount of contract and quantity supplied so far. Ans.—(1 and 2) No contract. (3) Stone supplied last year to value of \$1,187,59, 3113.
- The King vs. Falardeau—Asks has indemnity been paid in the said case, etc. Ans.—Information given, 699.
- The Lightship Halifax—Asks where she was built, have any tenders been called for, etc. Ans.—Information given, 3057.
- Transatlantic Mail Service—Asks if Postmaster General has read letter in London Times of May 22, etc., etc. Ans.—No, 5030.
- Tadoussac Wharf—Asks who was contractor, the amount of contract, etc. Ans.—Information given, 2309.
- Valcartier Artillery Camp—Has the department purchased any land for a proposed artillery camp, etc., etc. Ans.—No, 924.

Martin, W. M. (Regina).

- Maple Leaf Steamship Line—Asks if representations from British Columbia asking for appointment of customs officer at New York in connection with operation of above line have been received, etc. Ans.—Information given, 4294.

Macdonald, E. M. (Pictou).

- Aldershot, N.S., Camp—Asks what are names of tenderers for supplies furnished at Aldershot during 1913, and from whom were they furnished, etc. Ans.—Papers in reply to a motion are being sent in, 2840-41.
- Canadian Northern Railway—Asks has said railway applied for any financial loan, etc. Ans.—If announcement should become necessary, it will be made in due course, 1361.
- Canadian Northern Railway Finance—Refers to statement made by Prime Minister and asks by whom was it made on behalf of Canadian Northern, etc. Ans.—Information given, 3508.
- C.N.R.—Transcontinental line—Refers to statement made by Finance Minister in 'Hansard' and asks if estimate was made in writing, etc. Ans.—Information given, 3508.
- Claims against Intercolonial railway—Asks have any claims been received from village of Hopewell, etc. Ans.—Information given, 2959.
- Customs Officer Angus Young—Asks what position he held, when appointed and salary, etc. Ans.—Information given, 669.

QUESTIONS—*Con.*

Dredge Canada—Asks what was fixed date for delivery of boiler for dredge Canada, when delivered, etc. Ans.—Information given, 1218-19.

East River Improvements—Asks who were tenderers, amounts, etc. Ans.—Information given, 811.

Expenditure at Skinner's Cove—Asks amount of money spent at said cove in 1913, etc. Ans.—Information given, 809.

Falmouth Township Dyke—Asks was any expenditure made on Falmouth dyke in 1913, if so, how much and was it by contract, etc. Ans.—Information given, 1780.

Fenian Raid Bounties—Asks if government intend extending time for payment of bounty, etc. Ans.—Information given, 440.

Fenian Raid Bounties—How many claims remain unpaid in Hants county, N.S., etc. Ans.—Information given, 1022.

Ferrona-Sunny Brae Railway—Asks if Railways Department intends to treat said railway as a separate line, etc. Ans.—Has been decided not to make any change in present arrangement, 669.

Government Buildings Water Supply—Asks re supply of water by Ottawa to Parliament and departmental buildings, etc. Ans.—Information given, 1331.

Government Railways Coal Supply—Asks who are persons and what firms have asked to make offers for coal supply to Intercolonial and Prince Edward Island railway during present year. Ans.—Information given, 2956.

Government Steamers Winter Service—Asks No. of tons of coal supplied for winter service. Ans.—Information given, 3055-6. How many tons of freight were loaded on board the Dominion Government steamers Earl Grey and Minto during winter service etc. Ans.—Information given, 3056.

Granton and Abercrombie Rural Mail Service—Asks was a petition received for rural mail delivery from New Glasgow through Granton and Abercrombie and has it been granted. Ans.—Information given, 2686.

Hants County Electoral Lists—Asks is department aware that Jas. D. Dennison is said to be reviser of electoral lists in one of rural districts, etc. Ans.—Information given, 817.

Hantsport Wharf—Asks when contract was let for extension, etc. Ans.—Information given, 4713.

Intercolonial Railway Coal Contracts—Have the contracts been awarded, if so, what is the price paid, etc. Ans.—No. 1332.

QUESTIONS—*Con.*

Intercolonial Railway Coal Supply—Have tenders been called for this year, if so, what is date for receiving them, etc. Ans.—Information given, 924.

Intercolonial Railway Earnings—Asks what were the gross earnings from April 1, to December 31, 1913, on certain divisions named. Ans.—Information given, 2308.

Intercolonial Railway—Oxford-Pictou Train Service—Asks is it intention of department to change system of running trains, etc. Ans.—No, 895.

Intercolonial Railway Provident Fund—Asks was Wm. Harris, placed under provisions of Provident Fund, etc. Ans.—Information given, 572.

Intercolonial Railway Repair Shops—Asks is department considering the taking over of shops of Truro Foundry and Machine Company, etc. Ans.—Information given, 2957.

Iron and Steel Products—Asks what was total value of imports into Canada during year ending December 31, 1913. Ans.—Information given, 665.

Meadowville-Toney Mills Mail Service—Has a petition for a rural mail route for these places been received, if so, has the department decided to grant petition. Ans.—(1) Yes. (2) Under inquiry, 1603. Who is the contractor from Meadowville to Toney Mills and is he working under a permanent contract, etc. Ans.—Information given, 1603.

Millsville-Dalhousie Mountain Mail Service—Has any petition been received from residents asking for change of time, etc. Ans.—see Hansard pp. 1891-2, 1913.

Musquodoboit Mail Service—Asks who has contract for carrying mails from Shubenacadie to Deans, etc. Ans.—Information given, 1817-18.

Nova Scotia Water Lots—Have any grants been made during 1913, if so, when and to whom. Ans.—Information given, 1022.

Ottawa Leased Buildings—Asks if any part of Temple Building has been leased, etc. Ans.—Information given, 2519.

Pictou Mail Service—Asks who is mail carrier between Pictou and Saltsprings, how much paid to him, etc. Ans.—Information given, 572.

Pictou County Mail Contractors—Asks who are the contractors between river St. John and Back Shore and between Pictou and Seafoam, what amount is paid to each. Ans.—Information given, 1690.

Pictou County Mail Service—Asks has a petition been received from Dalhousie Mountain, if so, when, etc. Ans.—Information given, 1819.

QUESTIONS—*Con.*

- Asks has any petition been received for a rural mail delivery route from Scotsburn station, etc. Ans.—Information given, 1819.
- Pictou County Post Office—How many have been closed during the two past years and names of offices. Ans.—Information given, 1022-3.
- Pictou County Rural Mail—Has any petitions been received asking for a rural mail delivery route between Pictou and Salt Springs, etc. Ans. Information given, 924.
- Pictou County Rural Mail—Asks re certain rural mail route, etc. Ans.—Information given, 1023.
- Pictou Public Building—Asks were tenders called for painting of public building at Pictou, who were tenderers and the amounts, etc. Ans.—Information given, 809.
- Prince Edward Island Winter Service—What was cost of labour in handling freight and loading of coal at Pictou, Charlottetown and Georgetown, January, 1914. Ans.—Information given, 701.
- Purchase of Refrigerator Cars—Did the government purchase such cars in 1912-13, if so, how many and at what price, etc. Ans.—Information given, 1604.
- Pure Bred Stock—Has the minister announced any policy of providing pure bred stock, etc., etc. Ans.—Information given, 701-2.
- Ronald Currie—Asks when he was received in custody in Dorchester penitentiary, when discharged and on what reasons. Ans.—Information given, 1361.
- Royal Canadian Regiment Band—Asks if permission has to be granted before they take part in demonstrations of a political nature and if permission was granted to take part in a demonstration of this nature in Halifax on April 20, etc. Ans.—Information given, 3317.
- Sentence of Ronald Currie—When was he received in custody in Dorchester penitentiary on the sentence of perjury and when discharged, what was the reason and who applied for the discharge. Ans.—Information given, 1603.
- Smelt Fishing Licenses—Asks if license was issued to parties named during last season. Ans.—Information given, 2178.
- Tatamagouche and Brule Rural Mail—Asks if rural mail delivery route has been established between these points, etc. Ans.—Information given, 3208.
- Technical Education—Asks if government intend taking any steps at this session to assist in the extension and advantages of technical education in Canada, etc. Ans.—Under consideration, 3054.

QUESTIONS—*Con.*

- The Steamer Alert—Asks who is the owner of the Alert, when chartered by government, etc. Ans.—Information given, 669.
- The Niobe's Crew—How many officers and men are now on duty and how many officers on duty in Naval College at Halifax. Ans.—Information given, 1023.
- Thorburn Railway Communication—Does Railway Department intend to provide any railway communication with Thorburn on the line of railway now existing there. Ans.—Matter not decided, 701.
- Transcontinental Railway Coaling Plants—Asks who were tenderers, their address, and amounts of tenders for mechanical coaling plants proposed to be erected at these certain places, etc. Ans.—Information given, 2787.
- Vancouver Leased Building—Asks has government under lease a building in Vancouver from Maclean Bros, what rental is paid, etc. Ans.—Information given, 2957.
- West Branch Mail Service—Who is the mail carrier between Scotsburn and West Branch river John, etc., etc. Ans.—Information given, 924.
- Windsor Fish Hatchery—Were tenders called for the supply of coal during the past year, who were the tenderers and amount of each, etc. Ans.—Information given, 1535.

Maclean, A. K. (Halifax).

- Aldershot Camp Supplies—Asks for names of persons tendering for supply of forage and rations for said camp drill for 1914, etc. Ans.—No tenders have been received yet, 1435. Asks who was contractor for supplying ice for said camp for 1913, what price and where was ice obtained, etc. Ans.—Information given, 1435.
- Amounts paid to L. J. Hebb—Asks how much was paid to him as chief fishery officer for Lunenburg, N.S. for 1913. Ans. Wages, \$200; expenses, \$715.64, 2178.
- Annapolis County Mails—Were tenders asked for in 1912 for the carriage of mails between Bridgetown and Port Lorne and Parker's Cove, etc., etc. Ans.—Information given, 345.
- British Columbia Better Terms Commission—Has it begun its work, if so, when will report be submitted. Ans.—Information given, 359.
- Boar's Head Fog Alarm—Asks who was contractor for this fog-alarm and the amount of it. Ans.—Information given, 2787-88.
- Canadian Naval Service—How many officers and men are now enlisted, etc. Ans.—Information given, 346.

QUESTIONS—*Con.*

Canadian Northern Railway—Payments—What amounts have been paid with the dates thereof to the Canadian Northern Ontario railway and the C.N. Alberta railway. Ans.—Information given, 346.

Canadian Pacific Railway Labour Award—Asks what has been done by government to secure carrying out of award of Board of Conciliation. Ans.—Information given, 2961.

Capital Expenditure—Asks amount for 1913-14 to February 28, 1914, for railways, canals, public works and railway subsidies, etc. Ans.—Information given, 1914.

Colbrook Station Postmaster—Asks who he is, where he resides, etc. Ans.—Information given, 1690.

Dismissals—Asks has J. McGillis been suspended from duty, if so, for what reasons, etc. Ans.—Information given 1435-36.

Asks on what grounds was J. E. Bigelow dismissed at whose request and was there an investigation held, etc. Ans.—Information given, 1436.

East Jeddore Dredging—Who was inspector for work carried on here, what remuneration did he receive. Ans.—(1) Arthur Webber; (2) \$80, 925.

Employment of Peter Fielding—What position does he hold in service of government, and what salary. Ans.—(1) Immigration agent. (2) \$1,800, 365.

Fisheries Advisory Board—What amount has been paid to G. A. Hemeon for allowances and for expenses. Ans.—Allowance, \$220; expenses, \$185.70, 348.

Halifax Armouries—Has an assistant caretaker been appointed, if so, whom, etc. Ans.—Information given, 704.

Halifax County Mail Contracts—Who is the contractor for the mail service between Black Point and Ingram Port Station and amount paid therefor, etc. Ans.—Information given, 925.

Halifax Flour Contract—Asks if firm of Outhit & Son were awarded contract for flour for permanent force at Halifax, etc. Ans.—Information given, 3714-15.

Halifax Fortifications—Is it the practice of the department to require from applicants for labour upon fortification work at Ferguson's Cove, a recommendation from any patronage committee, etc., etc. Ans.—Information given, 345.

Halifax Post Office—Has any site been purchased on Gottingen street for a site, etc. Ans.—Under consideration, 345.

Harbourville Light—Asks who is light-keeper, when appointed and at what salary, etc. Ans.—Information given, 1434-35.

QUESTIONS—*Con.*

Hudson Bay Terminals—What steamers were chartered by any department for service in connection with the Hudson Bay railway terminals at Port Nelson during the year 1911, etc. Ans.—Information given, 346.

From whom did the department purchase the steamer Kathleen for service in connection with the Hudson Bay railway construction, etc. Ans.—Information given, 346-7.

Were any scows purchased by the department for use in connection with construction of Hudson Bay railway or Port Nelson terminals, etc. Ans.—Information given, 347.

From whom was the lighter or barge Neophyte for use in the construction of the Port Nelson terminals, 1913, purchased and at what price, etc. Ans.—Information given, 347.

From whom did the government purchase the dredge Port Nelson and what was her cost, etc., etc. Ans.—Information given, 347.

Hudson Bay Fisheries—Was any person employed by the government during 1913 to make a survey or report of the fishery resources of Hudson Bay, if so, whom, and what is his occupation, etc., etc. Ans.—Information given, 347-8.

Indian Medical Attendants—Asks who are attendants of Indians for Kings, amount paid annually to them, etc. Ans.—Information given, 2840.

Intercolonial Railway Block Signal System—Asks if system is being installed from Halifax to Windsor junction, who has contract and the amount. Ans.—(1) Yes. (2) Union Switch and Signal Company, \$85,000, 3318.

Intercolonial Railway Land Valuator—Who is the valuator for lands expropriated for the Dartmouth to Dean's settlement branch Intercolonial railway, etc. Ans.—Information given, 345.

La Have Island Mail Service—Who is the contractor, what amount received and when was contract awarded, etc. Ans.—Information given, 704.

Lunenburg County Mail Delivery—Asks who has contracts temporarily for conveyance of mails between Martin's Point post office, Lunenburg county and railway station at Martin's river, etc. Ans.—Information given, 2788.

Lunenburg Fishery Guardians—Asks who they are and amount being paid to each. Ans.—Information given, 3715.

North Shore Hubbard Mail Service—Asks who is present mail contractor between North Shore and Hubbard's station, etc. Ans.—Information given, 573.

QUESTIONS—*Con.*

Payments to George Longhurst—What amount was paid during 1912-13 to this man. Ans.—Information given, 925.

Petite Rivière Breakwater—Asks amount spent in 1913-14. Ans.—\$2,499.98 to January 16, 1914, 3509.

Revenue and Expenditure Statistics—Asks what was revenue from all sources for April and May, 1914, etc. Ans.—Information given, 5194.

Shelbourne County Fisheries—What amount was paid to George T. Walls, in 1912-13 for salary or allowances, travelling fees or mileage and other disbursements. Ans.—Information given, 349. What amount was paid during 1912-13 to fishery guardians in Shelburne. Ans.—Information given, 349.

Southport Fish Hatchery—Asks if any steps have been taken to collect speckled trout eggs in Prince Edward Island and in what years and with what success, etc. Ans.—Information given, 3112.

Tuberculous Cattle at Kentville—Asks how many are infected, etc. Ans.—Information given, 4559-60.

The Dennis Building, Halifax—What space has been rented for office purposes, etc. Ans.—Information given, 5031.

West India Steamship Service—What sum is to be paid per annum to the Royal mail steamship Company of Canada, for what period does contract run, etc. Ans.—Information given, 439-40.

West India Trade Commissioner—Was W. Griffith appointed for this position, what are his duties, when did they commence and his salary, etc. Ans.—Information Given, 440.

Wharves Breakwater—Asks amount spent in 1913-14. Ans.—\$1,499.76 to December 27, 1913. 3509.

MacNutt, Thomas (Saltcoats).

Allan Wishart—Commutation of sentence—Asks on what grounds sentence was commuted, etc. Ans.—Information given, 4368.

Homestead Entry—Asks when and by whom was N.E. $\frac{1}{2}$ of sec. 12, tp. 27, r. 31, w. 1, c.m. entered as homestead, etc. Ans.—Information given, 4368.

Melville Post Office—Asks if application was received for a public building at this town, etc. Ans.—Information given, 3111.

Melville Post Office—Referring to question No. 9 on Thursday, April 30, who were the others mentioned in paragraph 2 of the answer as made by the Postmaster General, etc. Ans.—No action will be taken, 3398.

QUESTIONS—*Con.*

Melville Post Office—Asks *re* requests for the erection of building. Ans.—Alex. Hardy offers to obtain a site, 3638.

Marcil, Hon. Charles (Bonaventure).

Atlantic, Quebec and Western Railway—Asks is said railway being operated during present winter between New Carlisle and Gaspé, etc. Ans.—Information given, 892.

Avignon Postmaster—Asks was any action taken by Postmaster General in case of postmaster and his assistant at Avignon, etc. Ans.—Information given, 818.

Black Cape Post Office—Was an inquiry held before the closing of the post office, etc. Ans.—Information given, 703.

Black Cape Post Office—Asks if application has been received to reopen this office and from whom and decision arrived at. Ans.—(1) Yes. (2) James E. Mill. Under inquiry, 2178.

Bonaventure County Public Works—Asks for what purpose were certain amounts expended, etc. Ans.—Information given, 1360.

Bonaventure Experimental Farm—Asks if any steps have been taken towards this end for his county, etc. Ans.—No, 357.

Baie des Chaleurs Railway Claims—Does the government intend paying these claims, etc. Ans.—Under consideration, 358.

Bonaventure Indian Reserves—Asks if application has been made for removal at Restigouche and Maria, etc. Ans.—No, 2544.

Bonaventure Mail—Who is the contractor, was contract awarded after tenders and to lowest tenderer. Ans.—(1) Alex. Barnard. (2) Yes, 1692.

Bonaventure Public Works—Asks amount of money spent on public works in Bonaventure since October 11, 1911, etc. Ans.—Information given, 892.

Carleton Centre Mail Service—Asks when is contract for carrying mails between Carleton Centre, Quebec and railway station, to end. Ans.—Information given, 1818.

Carleton and Pointe Bourque Mail Service—Asks if new contract has been made for mail service between those points, etc. Ans.—Information given, 4021.

Claims against Quebec Railways—Asks does government intend to pay claims against said railways, etc. Ans.—Information given, 2959.

Dismissals—Asks on what grounds has lightkeeper on New Richmond wharf been dismissed, etc. Ans.—Information given, 2439.

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- Dredging at Ste. Anne de Restigouche—Asks how much has been expended to date, is work completed, etc. Ans.—Information given, 3112.
- Duthie Point Lighthouse—Has the department ordered it to be discontinued after the present season, etc. Ans.—Information given, 703.
- French Translators—Asks in what departments they are permanently employed, their names, etc. Ans.—Information given, 1912-13.
- Gaspé and Baie des Chaleurs Steamship Company—Asks who are the shareholders, directors and officials, etc. Ans.—No information, 658.
- Gaspé-Quebec-Campbellton Atlantic Service—Asks is Department of Trade and Commerce aware as to whether steamer Canada will perform service between Gaspé, Quebec and Campbellton. Ans.—Information given, 1433.
- Intercolonial Railway Lines—Has any progress been made since last session towards acquisition by government of the Q.O.A.Q., and Lake Superior railways as branch lines for Intercolonial railway, etc. Ans.—Information given, 353.
- Intercolonial Railway Stations—Asks if any improvements are contemplated at Millstream and Assametquahan, and what are they. Ans.—Yes, 2544.
- Intercolonial Water Service—Asks if a system has been established at St. Alexis, etc. Ans.—Information given, 2544.
- Asks if a new service is being installed on Intercolonial railway at Matapedia, etc. Ans.—Information given, 2544.
- Manitoba Schools—Asks if government's attention has been called to article in *Les Cloches de Saint Boniface*, which is read and if facts alleged are true, etc. Ans.—Information given, 367-8.
- New Richmond Freight Shed—Asks if one is being erected on the wharf, the cost, who is doing the work, etc. Ans.—Information given, 2437.
- New Richmond Rural Mail—Has this service been opened, who is the contractor and amount of contract, etc. Ans.—No, 1692.
- New Richmond Rural Mail—Asks if service has been inaugurated, who has the contract, who were tenderers and figures, etc. Ans.—Tenders too high. Trying to get lower offer, 3058.
- New Richmond and Shigawake Mail Services—Asks what is cause of delay in establishing rural mail service asked for by residents of above places, etc. Ans.—Information given, 2178.

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- Port Daniel Lobster Hatchery—Asks if any improvements are to be made and what they are to be, etc. Ans.—Information given, 2519.
- Port Daniel Lobster Hatchery—Asks tenderers for gasoline launch and figures of their tenders, etc. Ans.—Information given, 3318.
- Quebec Assistant Inspector of Weights and Measures—Asks if John T. Dagneau is still employed as such. Ans.—Yes, 3318.
- Railway Appointments in Bonaventure—Asks who recommended appointment of sectionmen and labourers on Intercolonial railway in Bonaventure county, etc. Ans.—Information given, 2956.
- Robitaille Postmaster—Asks who he is and when appointed. Ans.—J. T. Dagneau, appointed March 12, 1912, 3058.
- Shigawake Rural Mail—Asks *re* service here, who is contractor and amount, how many served and offices closed. Ans.—No, 1692.
- S.S. Canada—Asks if she has been inspected and overhauled, etc. Ans.—Information given, 2437. Asks if steamer Canada is to perform the service between Campbellton and Gaspé, etc. Ans.—Information given, 2437.
- Tide Head Salmon Pound—Asks *re* change to New Mills, and why it is being made, etc. Ans.—Information given, 1692.

Marcile, J. E. (Bagot).

- Acton Vale Mail Carrier—Has he been replaced, if so, by whom, etc. Ans.—Information given, 700-01.
- Bagot County Rural Mail—Asks if it is the intention to establish a service in St. Simon, etc. Ans.—Information given, 1694-5.
- Have contracts for rural mail service in St. Theodore been awarded, etc. Ans.—Information given, 1695.
- Have tenders for mail been advertized between station and Acton Vale, etc. Ans.—Information given, 1695.
- St. Theodore d'Acton Rural Mail Service—Is it the intention of the Postmaster General to establish a service, if so, when, etc., etc. Ans.—Information given, 700.

McCraney, G. E. (Saskatoon).

- Rosthern Customs Collector—Asks re-dismissal of Tobias Unruh, and by whom. Ans.—Information given, 573.
- Rosthern Lands Agent—Asks who is sub-agent and his salary. Ans.—Information given, 573.
- Trade and Commerce Bulletin—What persons in Saskatoon receive bulletins. Ans.—Information given, 474.

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McCrea, F. N. (Sherbrooke).

Agricultural Aid in Sherbrooke—Asks how much money was paid out last year, to whom and how paid. Ans.—Information given, 5027-8.

Sherbrooke Drill Hall—Asks from whom was site for said drill hall purchased and at what price, etc. Ans.—Information given, 2959.

Sherbrooke Drill Hall—Asks from whom was site purchased and price, etc. Ans.—Information given, 3111.

Sherbrooke Leased Properties—Asks if property has been leased or purchased from Mrs. Morris Worthington, the price of lease or purchase and for what purpose was it so leased or purchased. Ans.—Information given, 3317-18.

Sherbrooke Leased Property—Asks information *re* quarters for officers of 53rd, etc. Ans.—Information given, 3894.

Sherbrooke Mail Carrier—Asks if he has been dismissed, the cause and persons who made complaint, etc., etc.—Dropped, 4368-9.

Sherbrooke Postal Inspection District—Asks has a new postal inspection district been created in Sherbrooke, etc. Information given, 2959.

Sherbrooke Post Office Employees—Asks name of each person employed, and remuneration including inspector. Ans.—Information given, 3509.

McKenzie, D. D. (Cape Breton North and Victoria).

Fenian Raid Bounties—Asks *re* officers sent to inquire into claims in Cape Breton and Victoria. Ans.—Information given, 1032.

Government Telegraph Service—Asks was authority given to telegraph operators employed in Victoria county that messages handed them could be sent free during January and February, 1914, etc. Ans.—Information given, 1359.

Michaud, Plus (Victoria, N.B.).

Edmundston Immigration Office—Has the government rented an office for the use of the agent, etc. Ans.—Information given, 704.

Fenian Raid Bounties—Asks number of people in Canada at time of raid, total number capable of bearing arms by provinces, total number enlisted in each province and number of applicants for bounty. Ans.—Information given, 440.

Fenian Raid Bounties—Asks if any applicants have been received from Victoria county, etc. Ans.—Information impossible at present, 1693.

QUESTIONS—*Con.*

Fenian Raid—Asks total number of people in Canada at that time and those capable of bearing arms. Ans.—Information given, 473.

Grand Falls—St. John Railway—Did Subsidy Act of 1910 provide a subsidy for this line, etc., etc. Ans.—Information given, 365.

Imports from the United States—Asks what is total value of goods imported into Canada from United States during last year and amount of duty paid. Ans. (1) \$455,322,535. (2) \$68,929,805.04, 1117.

Private Car Dufferin—Has the I.C.R. had in operation, designated as the observation car Dufferin, or a so-called pullman car, of any description, named Dufferin, etc., etc. Ans.—Information given, 1018.

Quebec and Saguenay Railway—Asks if government is aware that it is rumoured that C.N.R. is going to buy this railway, etc. Ans.—No, 4022.

St. Leonards Immigration Agent—Asks if there was an investigation held in reference to Epiphane Nadeau's dismissal, etc. Ans.—Information given, 569.

Tobique Indian Reserve—Asks if any person other than B. F. Smith cut greer logs off this reserve, if so, have they been prosecuted, etc. Ans.—Information given, 1218.

Middlebro, W. S. (Grey North).

Cost of National Transcontinental Railway—What is the cost to date of the N.T.R. and the estimated cost to complete and the Quebec bridge, etc. Ans.—Information given, 1536.

Interest on National Debt—Asks average rate now, that which matured in the last ten years, and on that which matures in next ten years, and the amount as maturing. Ans.—Information given, 1116.

Molloy, J. P. (Provencher).

Dr. D. H. McFadden, M.P.P.—Asks is said doctor in employ of government, his duties and salary. Ans.—Information given, 663.

Employment of Members of Provincial Legislatures—Asks if they can be employed and receive money from the federal government. Ans.—A question of law—not usually answered, 3510.

Morris, James (Chateauguay).

St. Lawrence River Dams—Asks if government are aware that dams are said to have been recently made at certain points named for water power, and if rights were granted for this purpose, etc. Ans.—Information given, 3317.

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Valleyfield Excise and Customs Revenues—Asks what were excise revenues at Valleyfield in 1910-13 and what are names of excise officers now. Ans.—Information given, 2958. Asks what were revenues of customs office at Valleyfield for years 1910-13, etc. Ans.—Information given, 2958-59.

Murphy, Hon. Charles (Russell).

Civil Servants' Superannuation—Asks in how many cases years of service have been added to officers retired since October 10, 1911, etc. Ans.—(1) 3. (2) 1, 1691.

Cost of Living Commission—Asks if attention of government has been directed to a speech delivered by Mr. Foster at Smiths Falls, December 9, 1913, etc. Ans.—Information given, 356-7.

External Affairs—Legal Adviser—Has an appointment been made, if so, what was the date and what are the duties, etc. Ans.—Information given, 355.

French River Dam Contract—Was a contract awarded for this work, what was the date, amount, and name of contractor, etc. Ans.—Information given, 1604.

French River Improvements—Was a contract awarded for building a dam in 1913, what was the date, and amount and name of contractor, etc. Ans.—Information given, 2081.

Government Buildings Fire Alarm System—Were tenders invited for system in Western Departmental Block, Ottawa, etc. Ans.—Information given, 1332.

Halifax Ocean Terminals—Who are the contractors and amount of their tender and amount of deposit made with tender. Ans.—Information given, 1332.

Hudson Bay Railway—What are the dates and amounts of the contracts awarded for construction and the names of the contractors to whom each was let, etc. Ans.—Information given, 924-5.

Inside Civil Service—Asks since October 10, 1911, how many persons have positions in inside civil service who have not passed competitive examination, etc. Ans.—Information given, 666-67.

Intercolonial Railway Grade Reduction—Asks did government authorize publication of item in Ottawa Citizen, etc. Ans.—Information given, 668.

Metcalf Drill Hall—Asks since October, 1911, how often has hall at Metcalf been used, by whose permission, etc. Ans.—Information given, 667-68.

National Art Gallery—Asks number of person who have visited National Art Gallery on Sunday afternoon since open to public. Ans.—Information given, 811.

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National Transcontinental Railway Contracts—Asks who were the contractors from mile 1332.85 to 1407.85, etc. Ans.—Information given, 1115. Under contract No. 18, were payments made on account of drawbacks in January and June, 1911, etc. Ans.—Information given, 1115.

National Transcontinental Railway Contracts—Under contract 16 on the N.T.R. were payments made on account of drawbacks in January and June, 1911, etc. Ans.—Information given, 1330.

National Transcontinental Railway Investigating Commission—Asks, by referring to Order in Council of May 3, 1912, by whom were these men employed. Ans.—Information given, 1782.

New Westminster Postmastership—Has the postmaster been removed from office, if so, was an investigation held, etc. Ans.—Information given, 355.

Ottawa Custom House—Asks what portion of work on new custom house at Ottawa is being done by Foundation Company, etc. Ans.—Information given, 811.

Ottawa Drill Hall—Asks has government acquired a site for new armoury in Ottawa, etc. Ans.—It is under consideration, 667.

Ottawa Property Purchase—Asks is it government's intention to purchase properties on north side of Wellington street. Ans.—Question has not been considered yet, 666.

Ottawa Rifle Range—Asks what is total expenditure to date of rifle range in construction, and when will work be completed, etc. Ans.—Information given, 668.

Port Arthur Government Elevator—Asks is said elevator insured, in what amount and companies, etc. Ans.—Information given, 809.

Safety at Sea—Who are the representatives of Canada at the international conference, what is date of Order in Council appointing them. Ans.—(1) A. Johnston. (2) October 11, 1913, 358.

Technical Education—Is it the intention of the government to give effect to the recommendations of the commission, if so, will action be taken at present session. Ans.—Information given, 355.

Welland Canal Contracts—What are the dates and amounts of the contracts so far awarded and the names of contractors in each case, etc. Ans.—Information given, 925.

Neely, D. B. (Humboldt).

Agricultural Implement Industry—Asks number of agricultural implement factories in operation in Canada in 1911 and what amount of capital was invested. Ans.—77, \$45,232,098, 572.

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Employment of R. H. Smith—Asks if he has been appointed on I.C.R., the date whose recommendation and position and salary. Ans.—Information given, 1690.

Homestead Entries—Asks what homestead entries were granted in 1911-13 and number of patents for original homestead entries in same years, etc. Ans.—Information given, 570.

Humboldt Homestead Inspector—Asks if Arthur Smythe still acting as inspector and his salary. Ans.—Information given, 569.

Interior Terminal Elevators—Asks what places have applied for them, and at what points it has been decided to build them, etc. Ans.—Information given, 1216-17. On what date was the elevator open for business at Fort William, etc., etc. Ans.—Information given, 1217.

Manitoba School Lands—Asks has government sold any school lands in Manitoba since October, 1911, to March 1, 1914 other than by public auction, etc. Ans.—Information given, 2786.

Sample Markets—Asks has Board of Grain Commissioners recommend to government the establishment of sample markets in Western Canada, etc. Ans.—Information given, 2787.

Schools Lands—Asks disposition of s. $\frac{3}{4}$ sec. 11, tp. 28, r. 29a, to whom sold, by whom and price, etc. Ans.—Not disposed of, 3638.

Seaboard Grain Inspector—Asks if government have been urged to have reinspection of western grain and who made request, etc. Ans.—Information given, 1117-18.

Watrous Postmaster—Asks who present officer is, when was he appointed, and if he has held position continuously. Ans.—(1) W. E. Wright. (2) January 12, 1914; yes, 3715.

Windsor, N.S., Immigration Office—Asks name of stenographer of P. M. Fielding, etc. Ans.—Information given, 5028.

Nesbitt, E. W. (Oxford North).

Brantford Public Building—Asks what stone was specified to be used in Brantford public building, was it to be Canadian and what was estimated value, etc. Ans.—Information given, 817.

Charlottetown Mail Delivery—Asks when was a mail or letter delivery established there, etc. Ans.—Information given, 2014.

Fredericton Mail Delivery—When was a mail or letter delivery established, etc. Ans.—Information given, 2014.

Niagara Falls Mail Delivery—Asks when a mail or letter delivery was established there, etc. Ans.—Information given, 2014.

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Owen Sound Mail Delivery—Asks when was a mail or letter delivery established there, etc. Ans.—Information given, 2014.

Sault Ste. Marie Mail Delivery—Asks when was a mail or letter delivery established there, etc. Ans.—Information given, 2014.

St. Hyacinthe Mail Delivery—Asks when was a mail or letter delivery established there, etc. Ans.—Information given, 2014.

Three Rivers Mail Delivery—Asks when was a mail or letter delivery established there, etc. Ans.—Information given, 2014.

Oliver, Hon. Frank (Edmonton).

Athabaska Landing—Fort McMurray Telegraph—To what distance and point has the line been completed, and between what points is it in operation, etc. Ans.—Information given, 354.

Bad Throat River Water Power—Asks if any agreement has been made for development, and with whom, and on what date, etc. Ans.—No, 1913.

Coal for Dredges—What amount of coal was used in Victoria harbour from March 31, to December 31, 1913, what price per ton and what part came from the United States. Ans.—Information given, 2078.

Dismissals—When was Mr. Larivière appointed as land agent at Grouard, when was he dismissed, and cause of dismissal. Ans.—Information given, 370.

Drill Hall at Edmonton—Has contract been let, if so, what is the amount and who is the contractor, etc. Ans.—Information given, 354.

Dunvegan Telegraph Office—Asks on what land is government telegraph office at Dunvegan situated, etc. Ans.—Information given, 816.

Edmonton and Fort George Mail Service—Asks has mail service between said points been established, etc. Ans.—Information given, 891.

Employment of Joshua Fletcher—Asks if he is employed in the Department of the Interior in the Grand Prairie Land Agency. Ans.—Yes, 351.

Edson-Grand Prairie Service—What is the frequency of service between these points and the cost per year, etc. Ans.—Information given, 369.

European Immigration—Asks has government promised to grant a tract of land in Alberta, etc. Ans.—No, 572.

Fenian Raid Bounty—Asks does Bounty provide for volunteers enlisted in 1871, etc. Ans.—No, 571.

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- Gimli Lake Front—Asks has patent been issued to Pictur Tergesen for portion of lake front at Gimli, etc. Ans.—Information given, 1359.
- Grand Rapids, Athabaska River—Asks has agreement to give a lease of water power been granted, if so, to whom and what date. Ans.—Information given, 1361.
- Homestead and Pre-emption Entries—How many homestead entries were granted in 1911-12-13 in the prairie provinces, and pre-emption entries for same dates. Ans.—Information given, 352.
- Immigrant Deportations and Exclusions—Asks number of deportations under Immigration Act during 1911-13, etc. Ans.—Detailed information given, 891-92.
- Immigration Regulations—At what date of 1913 were the provisions of O.I.C., No. 924, requiring immigrants to have in their possession \$25 suspended or relaxed, etc. Ans.—Information given, 351.
- Immigration Statistics—What number of immigrants from the British Isles arrived during each of the years 1911-12-13, etc. Ans.—Information given, 351.
- Indians of Kitsilano Reserve—Has the government any knowledge of payment by the government of British Columbia to these Indians to secure their removal from the reserve, etc., etc. Ans.—Information given, 922-3.
- Kamloops Drill Hall—What are the names of the persons who tendered, when received, etc. Ans.—Information given, 1331.
- Kamloops Public Building—Has the government selected a site for a post office and public building, etc., etc. Ans.—No, 1021.
- Kamloops Drill Hall—Have tenders been received, if so, what are the names of the persons or firms tendering, etc. Ans.—Information given, 1021.
- Kitsilano Indian Reserve—Has this reserve been acquired by the government, etc. Ans.—No, 350.
- Kitsilano Indian Reserve—Asks are Indians now in occupation of reserve, etc. Ans.—Information given, 664-65.
- Land Patents—Asks if patent has been issued for west $\frac{1}{2}$ of section 1, township 60, range 5 west of fifth meridian, was patent issued in respect of South African scrip entry and to whom. Ans.—No, 3113. Has patent been issued for south-east $\frac{1}{4}$ of section 12, township 53, range 6, west of fifth meridian, when and who made entry. Ans.—(1) No. (2) February 20, 1913 (3) Donald Smith, 3113.
- Oriental Immigration—Is the Order in Council prohibiting the entry of skilled or unskilled labourers at certain British Columbia ports so administered as to

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- prevent the entry of Chinese and Japanese labourers. Ans.—Information given, 350. Why were certain Hindus recently admitted to Canada on an order of Chief Justice Hunter, instead of being included under the authority vested in the Minister of the Interior by section 23, of the Immigration Act. Ans.—Information given, 350-1.
- Steamship Karluk—Asks names of officers and men on board Karluk when last heard from, etc. Ans.—Information given, 811.
- The Steffansson Expedition—When was steamer Karluk last heard from, where was she, and what was her condition, etc., etc. Ans.—Information given, 352.
- St. Peter's Reserve—Have patents been issued to all the purchasers of lands on this reserve, etc. Ans.—Information given, 354.
- St. Peter's Indian Reserve—Asks number of parcels of land sold on reserve and number of patents issued. Ans.—1,240, 2, 3, 571.
- St. Peter's Indian Reserve—Asks when was reserve surrendered, etc. Ans.—Information given, 891.
- Western Freight Rates Case—Asks if Railway Commission has reported its decision and when will report be brought down. Ans.—Information given, 1914.
- White Water Lake—Has the government made any disposition of the area covered by White Water Lake, S. W. Manitoba, etc. Ans.—No, 1331.
- Pardee, F. F. (Lambton West).*
- Appointment of G. H. Ferguson—Asks when he was appointed commissioner to examine into the matter of the Trent Valley canal and remuneration paid. Ans.—Information given, 1915.
- Militia Expenditures—Asks total expenditure by year since 1896. Ans.—Information given, 2309-10.
- Newmarket Canal—Asks what arrangements the government has with Mr. Osborne respecting right to use property adjoining canal, etc. Ans.—Information given, 4368.
- Parcel Post—Asks if wages of letter carriers and rural couriers are to be higher, on account of inauguration of parcel post system. Ans.—Matter is under consideration, 1360.
- Proulx, E. (Prescott).*
- Alleged Cablegram to Sir Edward Carson—Asks if Minister of Militia has any knowledge of cablegram being sent by Capt. Wallace, M.P., which he quotes, etc. Ans.—Information given, 2178.

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Department of Militia Employees—Asks names of persons who accompanied Minister of Militia on his visits to inspect the German, Belgian and Dutch manoeuvres in summer of 1913, etc. Ans.—Information given, 813.

General Sir Ian Hamilton—Asks was present of a horse sent to General Hamilton by Colonel Hughes or any persons in summer of 1913, etc. Ans.—Information given, 814.

Intoxicants at Training Camps—Asks if canteens have been abolished, etc. Ans.—Information given, 2438.

Lord Selkirk's Pioneer Settlers—Asks *re* status of such settlers in Manitoba, etc. Ans.—Information given, 3207.

Marriage Question Argument—Asks *re* cost of appeal to Privy Council, etc., etc. Ans.—Information given, 444.

Militia Automobiles—How many have been purchased since October 15, 1911, etc. Ans.—Information given, 2081.

Militia Department Automobiles—Asks in connection with visit of Minister of Militia's and party's visit to Europe in 1913, were automobiles engaged in England, etc. Ans.—Information given, 813-14. Asks number of automobiles bought by department during 1913 and cost, etc. Ans.—Information given, 814.

Militia Department Special Train—Asks was a special train provided for inspection of Minister of Militia and General Sir Ian Hamilton in summer of 1913. Ans.—Information given, 814.

Militia Sham Battle—Asks is minister aware of despatch published in Canadian press on October 21, 1913, etc. Ans.—No, 814-15.

Military Tour—Asks has minister's attention been drawn to article in Ottawa Citizen, November 1, 1913, etc. Ans.—Information given, 814.

Montreal Colonization Society—What amount is granted by government to this society, when was money paid, etc. Ans.—Information given, 472-3.

Payments to Ambrose Potts—Ask if \$100 was paid to him as a Fenian raid veteran, etc. Ans.—Information given, 369.

Payments to Trudel and McAdam—Asks what amounts, if any, were paid by government between November 7, 1911, and February 9, 1913, to said firm, etc. Ans.—Information given, 813.

Plantagenet Rural Mail Delivery—Asks number of tenders received for proposed free rural delivery route No. 1 Plantagenet, etc. Ans.—Information given, 2840.

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Prescott County Mail Delivery—Asks number of tenders received for conveyance of mails on free rural delivery route No. 2 Plantagenet, etc. Ans.—Information given, 2962.

Queenston Heights Picnic—Asks if Minister of Militia accompanied sir Ian Hamilton to picnic in July last, etc. Ans.—Information given, 441.

Royal Military College Supplies—Asks if C. Livingston & Bros. had a written contract for supplying clothing and similar articles, etc. Ans.—Information given, 3207.

South African Hay Contracts—Asks *re* judgment for delivery of hay during Boer war, etc. Ans.—Information given, 1020.

The Canadian Menace—Calls attention to resolutions published in Montreal Gazette and asks if the Canadian Menace has been granted the use of the mails, if so, when. Ans.—Yes, 3056-7.

The Minister of Militia in Europe—Asks *re* staff, servants, etc., and cost of trip. Ans.—Information given, 444-5.

Vancouver Drill Hall Site—Has the department acquired land required, etc., etc. Ans.—Information given, 362.

Vancouver Drill Hall Site—Asks who was purchasing agent, upon what basis is he paid, etc. Ans.—Information given, 892.

Vancouver Drill Hall Site—Asks if anything was paid in connection with purchase of block 43 D.L. 246 A., etc. Ans.—No, 1021.

Vancouver Drill Hall Site—Asks *re* purchase of block 43 D.L. 264 A., etc. Ans.—(1) No. (2) Nothing to date, 1117.

Vancouver Orange Lodge Resolution—Asks has attention of government been drawn to a certain resolution passed on March 30, by Vancouver county Orange Lodge, etc. Ans.—Information given, 2785.

Reid James (Restigouche).

Intercolonial Railway Car Charges—What are the rental and other charges on cars and equipment of the C.P.R. in the service of the I.C.R. or handled by it, etc., etc. Ans.—Information given, 353.

Robb, A. (Huntingdon).

Deepening of Norton Creek—Asks when an appropriation was first placed in estimates for this work, etc. Ans.—Information given, 5028.

Purchase of Live Stock—Asks number of sheep purchased for breeding purposes for Quebec in 1913, etc., etc. Ans.—Information given, 470.

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What number of Cattle have been purchased for breeding purposes for Quebec in 1913, etc., etc. Ans.—Information given, 479.

What number of horses have been purchased for breeding purposes for Quebec in 1913, etc., etc. Ans.—Information given, 470-1.

What number of swine have been purchased for breeding purposes for Quebec in 1913, etc., etc. Ans.—Information given, 471.

Is it the intention of government to continue this year the bonus to thoroughbred horses. Ans.—Under consideration, 472.

Seguin, P. A. (L'Assomption).

Dredging at Dorion—Asks at whose request a dredge was sent to Dorion in 1913, the number of cubic yards of material taken away, etc. Ans.—Information given, 443.

Joliette Public Building—Does government propose erection of new post office building, etc. Ans.—No. Plans being prepared for addition to present building, 1023.

Hudson Bay Terminal—Asks names of firms who supplied in 1914 provisions, groceries, etc., etc. Ans.—Information given, 5030.

L'Assomption Proposed Wharf—Asks if an amount will be in supplementary estimates for a wharf, etc. Ans.—Information given, 2263.

Soulanges Canal Overseer—Asks if officer performs his duties satisfactory, etc. Ans.—Information given, 2263. What is the name of the present superintendent of the Soulanges canal and who did he succeed, etc. Ans.—Information given, 2263.

Soulanges Canal—Salaries of Wheelmen—What was the salary paid to No. 4 and 5, was it changed since September 21, 1911, etc. Ans.—Information given, 2179.

Terrebonne Postmaster—At what date was he appointed and why and at whose request was he appointed, etc. Ans.—Information given, 1019.

Tobacco Manufacture in Quebec—Asks what was excise duty and revenue derived by government from manufacture of tobacco in counties of l'Assomption and Montcalm during last five years. Ans.—Detailed information given, 2958.

Sevigny, A. (Dorchester).

National Transcontinental Railway—Cost to Government—Asks what has been cost, to date, of buildings, etc., of said railway, etc. Ans.—Information given, 1781.

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National Transcontinental Railway—Land at Sillery—Has the government bought certain lots of land belonging to Wm. Power, M.P., if so, how much has been paid per square foot. Ans.—Information given, 1534.

National Transcontinental Railway—Payments to Contractors—Asks have amounts been paid by commission to contractors, etc. Ans.—Information given, 1781.

National Transcontinental Railway—Purchase of Lands—Asks what amount was paid for necessary lands for said railway. Ans.—\$3,136,260.72, 1781.

Portneuf County Post Offices—Asks how many were in the country in 1896, how many postmasters have been dismissed between July 1, 1896, and September 21, 1911, was there an investigation, and how many. Ans.—(1) 35. (2) 11. (3) No. (4) 2, 1690.

Quebec Battlefields Commission—Asks has attention been called to Quebec Morning Chronicle's issue March 12, 1914. Ans.—Information given, 1783.

Sinclair, J. H. (Guysborough).

Aid to Railways—What is the gross amount of railway subsidies authorized since present administration came into power, etc. Ans.—Information given, 355.

Amherst Armoury—Asks if armoury is being built, if tenders were called, the lowest and amount of said tender, etc. Ans.—Information given, 3714.

Amherst Armoury—Asks if a new armoury is to be constructed, and at what cost, etc. Ans.—Information given, 4293.

Armouries—Asks number of armouries built by Militia Department since year 1900, etc. Ans.—Information given, 666.

Cancelled Mail Contracts—Why was not order of House of February, 1913, asking number of contracts cancelled in Nova Scotia, not complied with. Ans.—Information given, 703.

Canso Letter Boxes—Is it intention of government to furnish letter boxes for Canso. Ans.—Information given, 703.

Canso and Charles Harbour Works—What quantity of fish scrap was produced in 1909-13 and production of oil during same period, etc. Ans.—Information given, 1693.

Canso Reduction Works—Asks names of farmers who purchased fish scrap in 1913 and tons purchased by each. On what date was scrap sold to A. H. Whitman. Ans.—Information given, 2080-1.

QUESTIONS—*Con.*

- Coal for Dredging in British Columbia—Were tenders invited in 1913 by Department of Public Works for supply of coal, if so, when were such tenders received, etc., etc. Ans.—Information given, 923-4.
- Coasting Privileges—Asks if government has received protest from Ship Master Association of Canada No. 1, and what action is intended to be taken, etc. Ans.—Information given, 2435-6.
- Cole Harbour Public Wharf—On what date was money voted for construction of this wharf, etc. Ans.—Information given, 1693.
- Commissioner Duchemin—Asks with reference to statement of H. P. Duchemin in dismissal of R. Conroy, etc. Ans.—Information given, 893.
- Concessions to United States Fishermen—Asks if an application has been made with a view of obtaining concessions. Ans.—Yes, 1692.
- Cost of Drill Halls and Armouries—Asks what is total sum expended in drill halls and armouries in all provinces of Canada between October 10, 1911, and December 31, 1913. Ans.—Information given, 2786.
- Cost of Living Commission—Asks if evidence is being taken behind closed doors, if so, why, etc. Ans.—Information given, 2436.
- Dartmouth to Dean Settlement Branch Railway—Asks who the original contractor was, the date of contract, the mileage and estimated gross expenditure under said contract, etc. Ans.—Information given, 3318.
- Has postmaster at Liscombe been dismissed, etc. Ans.—Information given, 370.
- Dismissals—Asks names of parties who made complaints against postmaster at North Riverside, etc. Ans.—Information given, 3209.
- Dismissals—How many employees in the various fish hatcheries in the Dominion have been dismissed since present government came to power. Ans.—Sixteen, 370.
- Electoral Corruption—Asks if government is going to appoint a public prosecutor. Ans.—Under consideration, 344.
- Employment of Charles McPherson—Asks what date his appointment was made. Ans.—On September 30, 1911, 2787.
- Employment of H. P. Duchemin—What was the gross amount paid him by all the departments from date of his appointment to 31st December, 1913, etc. Ans.—Information given, 697.
- Esquimalt Dry Dock—Asks has government acquired a site for proposed dry dock at Esquimalt, if so, where is it, etc. Ans.—Information supplied, 812.

QUESTIONS—*Con.*

- Esquimalt Dry Dock—Asks is it true that the purchase of a site for proposed dry dock at Esquimalt has been authorized, etc. Ans.—Information given, 1433.
- Expert in Curing and Handling Fish—Asks who is the expert for this in Fisheries Department, his salary and when appointed, etc. Ans.—Information given, 571.
- Fenian Raid Bounty—Asks if claimants whose claims have been disallowed have been notified of the fact. Ans.—Yes, 3814.
- Fenian Raid Bounties—Prior to December 31, 1913, how many applied for bounty and how many were paid. Ans.—Information given, 349. Has the government considered amending the Fenian Raid Bounty Act so as to pay bounty to widows of veterans prior to April, 1912. Ans.—Act will be amended if necessary, 349.
- Fenian Raid Bounties—How many veterans have been paid \$100 to date. Ans.—16,470, 440.
- Fenian Raid Bounties—Was any authority given J. L. Hattie or A. H. Macdonald to take up and forward claims of Fenian raid veterans, etc. Ans.—Information given, 925-6.
- Fenian Raid Bounties—Asks names of Board who investigated the claims of applicants and what was paid to each to date, etc. Ans.—Information given, 1604-5.
- Fenian Raid Claims Investigation—Asks has legal adviser of board who investigated claims of said veterans been paid and how much. Ans.—Information given, 2787.
- Fenian Raid Veterans—Asks in referring to duties of commissioners appointed to investigate claims of veterans, were their duties confined solely to an investigation of historical facts, etc. Ans.—Information given, 2962.
- Government Newspaper Advertising—Asks what papers advertisement appeared in asking for 20 steel castings. Ans.—Information given, 2438.
- Asks what papers advertisement appeared in calling for two dumping scows. Ans.—Information given, 2438.
- Asks what papers advertisement appeared in calling for wooden tug. Ans.—Information given, 2438.
- Asks what papers advertisement appeared in calling for repairs to freight cars. Ans.—Information given, 2438-9.
- Government Steamer Repairs—Asks names of newspapers in which were advertisements calling for tenders for the D.G.S. Aberdeen repairs. Ans.—Information given, 1332.

QUESTIONS—*Con.*

Asks names of newspapers in which were advertisements calling for tenders for D.G.S. Lansdowne repairs, etc. Ans.—Information given, 1332.

Guysborough Public Wharfs—What is the gross amount expended since October 11, 1911, excluding provisions in estimates 1911. Ans.—Information given, 355.

Halifax Naval College—Asks if new regulations relating to the internal administration have been issued, etc. Ans.—Information given, 3208.

H. P. Duchemin—Why has order of House passed an January 29, 1913 not been compiled with. Ans.—Papers brought down January 22, 1914, 354.

Hudson Bay Railway Mileage—What is the length of proposed railway from Le Pas to Port Nelson, etc. Ans.—Information given, 364-5.

Indian Harbour Lakes Postmaster—Asks who is present postmaster, his remuneration for 1913 and proceeds of stamps, 1913. Ans.—Information given, 3055.

Inspection of Weights and Measures—Asks what are receipt and expenditure. Ans.—Information given, 2591.

Instructions to H. P. Duchemin—Asks *re* departments of government who gave instructions not to allow counsel for parties who were being investigated for partisanship. Ans.—Information given, 1111-12.

Intercolonial Railway Branch Lines—Does the government intend to provide for the construction of a branch line of the I.C.R. into Guysborough during the present session. Ans.—Under consideration, 353.

Intercolonial Railway—Ferry employees—What are the names, dates of appointment or employment, description of employment, daily or monthly wages of all men employed. Ans.—Information given, 1016-17.

Intercolonial Railway Freight Rates—What is the rate per ton for first class freight from St. John to Halifax, etc., etc. Ans.—Information given, 921.

Intercolonial Railway Ice Supply—Have recent tenders been opened at Mulgrave, Nova Scotia, etc. Ans.—Information given, 364.

Intercolonial Railway—Minimum Rates—Asks what is minimum local rate of Intercolonial railway on small packages of goods and what was rate prior to October, 1911. Ans.—Information given, 1434.

Intercolonial Railway Minimum Freight Rate—Ask if this rate has been increased since October 10, 1911, on what date made and amount of it. Ans.—Information given, 1690-1.

QUESTIONS—*Con.*

Intercolonial Railway Minimum Freight Rates—Asks rates west of Chaudiere. Ans.—35 cents, 2016.

Intercolonial Railway—Point Tupper—Mulgrave Ferry—Asks has contract been awarded for construction of a ferry steamer for railway, if so, who are contractors and what price etc. Ans.—Information given, 894.

Intercolonial Railway—Rates on Fresh Fish—Asks what is local rate of freight charged by Intercolonial railway per 100 lbs. on fresh fish between Mulgrave and New Glasgow, Truro and Amherst, etc. Ans.—Information given, 894.

Intercolonial Railway—Rates on Fish—What was the cost per 100 lbs. by express from Halifax and Mulgrave to Montreal and Toronto prior to October 10, 1911, etc. Ans.—Information given, 1017-18.

Intercolonial Railway Rates on Flour—What was the rate for a car load of flour for a distance not over 10 miles prior to October 10, 1911, and present rate. Ans.—Information given, 1021.

Intercolonial Railway Refrigerator Cars—Asks number of these cars available on railway and number equipped with steel wheels. Ans.—145 and 13 cars, 1360-61.

Intercolonial Railway—Standard Rules—Asks if it is intended to introduce these rules and when, etc. Ans.—Information given, 1693-4.

Intercolonial Railway—Sunnybrae Guysborough Branch—Asks if surveyors are engaged in surveying the proposed branch of railway at these points. Ans.—Information given, 894.

Intercolonial Railway Traffic—Asks how many tons of freight were carried during year ending March 31, 1913, etc. Ans.—Information given, 3110-11.

Larrys River Harbourmaster—Asks who is harbourmaster at Larry's river and what is his remuneration, etc. Ans.—Information given, 2961.

La Banque Internationale—Asks date of issuance of license, etc. Ans.—Information given, 4712-13.

Letter of Mr. J. McL. Fraser—Asks *re* his suspension, etc.—Mr. Speaker rules question not in consonance with the rule, 4561.

Lobster Pounds Licenses—Asks were any licenses granted during 1913 to persons to operate lobster pounds if so, what is name and what post office address of each such licensees. Ans.—Information given, 815.

Marline Twine Duty—Is the government aware that unbarked marline is subject to a duty of 25%, etc. Ans.—Information given, 344.

QUESTIONS—*Con.*

Modus Vivendi Licenses—How much was collected from United States fishing vessels for such licenses in 1913. Ans.—\$10,758.

Mr. J. McL. Fraser, of Halifax—Refers to letters written to press and ask if minister approves or disapproves of it, etc., etc. Ans.—Information given, 5030-1.

New Harbour Breakwater—Will government make provision during present session for extension of the work. Ans.—Not customary to give such information until estimates are down, 365.

New Harbour Breakwater—Asks was a report made prior to September 1911, regarding proposed extension of breakwater, etc. Ans.—Information given, 2787.

North Riverside Postmaster—Asks has a request been made for C. McPherson's dismissal and by whom, etc. Ans.—Information given, 2686.

North Riverside Post Office—Asks if report was made with regard to proposal to remove post office. Ans.—Information given, 4022.

North Riverside Postmaster—Asks if postmaster or any of his officers wrote that complaints had been made against him, was complaint in writing and by whom. Ans.—Yes, by J. R. McPherson, the postmaster not dismissed for that reason, 3509.

Northwest Mounted Police Clothing Contract—Asks names of newspapers in which advertisements appeared calling for tenders. Ans.—Information given, 2544-5.

Nova Scotia Cold Storage Plants—Asks what assistance was given by Department of Marine of Fisheries or Agriculture in 1908-1913, to companies operating cold storage plants, etc. Ans.—Information given, 700.

Petawawa Camp—Asks what amount of money was expended for a detective service at Petawawa in year ending March 31, 1913, etc. Ans.—Information given, 815.

Provincial Subsidies—Is it the intention to readjust the subsidies during the present session. Ans.—Under consideration, 344.

Red Head Harbour Works—Asks was any dredging or improvement done near Red Head harbour, if so, who was foreman, etc. Ans.—Information given, 891.

Sea Fishery Statistics—Asks *re* names, post offices who supply information for monthly bulletins. Ans.—Information given, 1020.

Sea Fishery Statistics—Asks amount of total expenditure in calendar years of 1912-13 in printing of monthly bulletins, etc. Ans.—Information given, 1361.

QUESTIONS—*Con.*

Seaman, Joseph LeBlanc—Asks was said man employed as a sailor on D.G.S. Canada during 1913, etc. Ans.—Information given, 667.

Seaman Joseph Leblanc—Referring to answer given on February 11, instant did Prime Minister reply to request of Mrs Margaret Richard, etc. Ans.—Information given, 815.

Shellfish Commission—Asks has government taken action on report of Shellfish Fishery Commission of 1913, if so, what action. Ans.—Report is still under consideration, 667.

Shellfish Commission—Asks has commission completed its labours and what is total cost to date, etc. Ans.—Information given, 1361.

Sherbrooke-Sunny Brae Mail Service—when was the latest contract made; who is present contractor, etc.—Ans.—Information given, 2309.

Spanish Ship Bay Wharf—Asks on what day work was started, is wharf completed, value of material on hand, etc. Ans.—Information given, 3055.

Spanish Ship Bay Wharf—Asks when work was started, value of material on hand, if work is being done by day work, etc. Ans.—Information given, 3111-12.

SS. Canada—Asks for what purpose she was ordered to Shelburne, N.S., in August, 1913. Ans.—On request of captain of ship, 3113.

Steam Yacht Gunhilde—Asks has said yacht been purchased and what was price, etc. Ans.—Information given, 2688-89.

St. Lawrence Ship Channel—Boiler for Tugs—Asks with reference to Auditor General's report, what are names of newspapers in which tenders were advertised, etc. Ans.—Information given, 1361-62.

Steam Trawling—Has the government taken any action since last session to prohibit it on the Atlantic coast, etc., etc. Ans.—Information given, 471.

Tenders for Ankle Boots—Asks names of newspapers in which advertisement appeared calling for tenders for this purchase. Ans.—Information given, 2591.

Transportation of Fresh Fish—Asks *re* transportation of fish on what days the guarantee applied, etc. Ans.—Information given, 1114.

Vancouver Island Colliery Strike—What was the total number of underground workmen employed in the Canadian Collieries by the Dunsmuir, Limited, in May, 1913, etc., etc. Ans.—Information given, 345.

QUESTIONS—*Con.*

Vancouver Island Engineer—Asks if J. S. Maclachlan is resident engineer, etc. Ans.—Information given, 3399.

Victoria Rifle Range—Asks if one is being constructed in Victoria, B.C., the area of land and sum paid for it, from whom purchased and when. Ans.—Information given, 3398.

Violations of Fisheries Act—How much was levied in fines for 1913, and how much paid, etc. Ans.—Information given, 1603-4.

Sewsmith, J. A. (Peterborough East).

Hon. R. Lemieux's Asiatic Trip—Who accompanied him on his trip, how many stenographers accompanied or were employed by him or his staff and at what cost, etc., etc. Ans.—Information given, 698.

Stevens, H. H. (Vancouver).

Alaska—Yukon Railway—Asks has government received any representation regarding construction of a railroad from Alaska, through the Yukon and British Columbia, etc. Ans.—No information in any department of government relating to above, 1433.

Stewart, D. (Lunenburg).

Expenses of Conferences—Asks who accompanied Sir Frederick Borden to England during 1907-11, etc. Ans.—Detailed information given, 570.

Thompson, A. (Yukon).

House of Commons Rooms—How many rooms are set aside for members and how many are allotted to each room. Ans.—Information given, 2080.

Tobin, E. W. (Richmond and Wolfe).

Bury Drill Hall—Asks has government erected a building for a drill hall at Bury, etc. Ans.—Information given, 2960.

Cookshire Public Building—Asks amount paid for repairs to public building at Cookshire since its completion, etc. Ans.—Nothing, 2961.

Disraeli Public Building—Asks if building is to be constructed this year, etc. Ans.—Under consideration, 4294.

Disraeli Wharf—Asks has any real estate at Disraeli been purchased for a public building, etc. Ans.—No, 1435.

Dismissals—Asks if postmaster of Richmond has been dismissed, etc. Ans.—Information given, 3209.

East Angus Building—Asks if government have given contract for building, were tenders called, etc. Ans.—Information given, 4294.

QUESTIONS—*Con.*

Eastern Township Experimental Farm—Asks in this connection if any farms were examined in Richmond and Wolfe, etc. Ans.—Information given, 1694.

Employment of Mr. Girard—Asks if he is employed by government, etc. Ans.—Information given, 4559.

Land Grant Authorization—Asks under what statutes land was given to railway companies since 1878. Ans.—Information given, 1916.

Lennoxville Experimental Farm—Has the government purchased an experimental farm in the eastern townships, if so, where is it located, etc. Ans.—Information given, 1534.

Lennoxville Experimental Farm—Asks if any farms were examined in Richmond and Wolfe, etc. Ans.—Information given, 2015.

Megantic Public Building—Asks amount paid for repairs to public building at Megantic since January 1, 1912, etc. Ans.—Nothing, 2960-61.

Richmond Drill Hall—Asks if one is to be erected and when. Ans.—Under consideration, 4294.

Richmond and Wolfe Public Building—Asks if government intends erecting public building there, etc. Ans.—Information given, 1694.

Weedon Public Building—Asks if construction will be proceeded with and if tenders have been called, etc. Ans.—Not customary to give information until estimates are brought down, 4294.

Wotton Public Building—Asks if government has been requested to erect building here, etc. Ans.—Information given, 4294.

Truax, E. A. (Bruce, South).

Chesley Post Office—Asks was Samuel Wright appointed as mail collector, what date and salary and also Wm. Halliday as caretaker, etc. Ans.—Detailed information given, 664.

Customs Claims for Undervaluation—Asks if there is a claim against Hannan's, Montreal, for \$315 for goods falsely entered under valuation, etc. Ans.—Information given, 3318.

Turgeon, O. (Gloucester).

Bathurst Harbour—Asks if contract has been let for dredging this harbour, what is quantity and price per yard. Ans.—(1) Yes; (2) 600,000 cubic yards at 30 cents, 4295.

Asks if instructions were issued to have Bathurst harbour lighted with lanterns last year, etc. Ans.—Information given, 4295.

QUESTIONS—*Con.*

Bathurst Harbour Dredging—What is the quantity in cubic yards done during the season of 1913. Ans.—226,080 yards, 348.

Why was dredge Restigouche taken away from Bathurst Harbour last July and August, where was she operating during those months. Ans.—Information given, 348.

Bathurst Public Building—Who is the local foreman in charge of works at Shippegan Gully. Ans.—Sam G. Robichaud, 348.

Customs Officers, Gloucester, N.B.—Did the sub-collectors of customs at Lameque and Tracadie obtain permission to offer as candidates in the municipal elections in 1913. Ans.—No, 348.

Intercolonial Railway—Employment of Thomas Williams—Asks has T. Williams been employed since October 1, 1911, etc. Ans.—Information given, 895.

Intercolonial Railway Property Purchase at Moncton—Asks what is sum total of cost to said railway to date so called P. S. Archibald property in Moncton, N.B., etc. Ans.—Information given, 2786.

Intercolonial Railway—Samuel King and William Aird—Asks have they been employed by railway permanently or temporarily, etc. Ans.—Information given, 895.

Library of Parliament—Asks if certain persons are employed in library of parliament, etc. Ans.—Information given, 1780.

Quebec Bridge—Removal of old superstructure—Asks if it was sold and when, etc. Ans.—Information given, 4559.

Turriff, J. G. (Assiniboia).

Customs Valuation of Agricultural Implements—Asks have any changes been made for customs purposes since October 1, 1911, etc. Ans.—No. 2958.

Verville, A. (Maisonneuve).

British Columbia—Importation of Labour—Has the government passed an order in Council to prohibit labourers being imported or from entering British Columbia, etc. Ans.—Information given, 357.

Chambly Canal—Asks *re* employment of certain persons. Ans.—Information given, 4558.

Dismissal—Asks if the assistant engineer in Montreal has been dismissed, the reasons for dismissal, etc. Ans.—Information given, 3439.

QUESTIONS—*Con.*

Employment of H. T. Smith—Asks if H. T. Smith is at the Printing Bureau, if so, what are his duties, salary, etc. Ans.—Information given, 812.

Industries on Lachine Canal—What is the number by water power, what is the number that have ceased operations, etc. Ans.—Information given, 1913.

Industrial Disputes Act—Is it the intention of government to present any amendments during the present session, etc., etc. Ans.—Matter under consideration, 1022.

Lachine Canal—Asks what kind of work is being done on canal, etc. Ans.—Information given, 1782-83.

Latin South America and West Indies Trade Development Association—Asks if government is aware of this association, etc. Ans.—Information given, 1693.

Maisonneuve Postal Station—Asks if government are going to proceed with erection, etc., etc. Ans.—Information given, 441.

Montreal Resident Engineer—Asks name, names of members of his staff, etc. Ans.—Information given, 1117.

Private Employment Bureaus—Asks has government any jurisdiction over employment Bureaus in Montreal and of what nature. Ans.—Information given, 1818.

Public Works Staff, Montreal—Asks names of members of staff of public works at Montreal, etc. Ans.—Information given, 1435.

Structural Iron Workers—Has the government received any representation in respect of the fair wage clause, etc. Ans.—Information given, 115-16.

Superintendent Montreal Pilots—Asks if government are going to appoint a successor to late G. Riley, etc. Ans.—Under consideration, 1117.

Vancouver Island Strike—Asks what date was report of commissioner price given, etc. Ans.—Information given, 572-73.

Wages on Public Works—Are the government aware that contractors are not paying the wages specified in the fair wages clauses, etc. Ans.—Information given, 357.

Wallace, T. G. (York Centre).

Victoria Day—What day in 1914 will be named as a public holiday. Ans.—Information given, 1916.

Wilcox, O. J. (Essex North).

Technical Education Commission—Asks total cost of Royal Commission on Industrial Training and Technical Education, etc. Ans.—Information given, 568.

QUESTIONS—*Con.*

Wilson, C. A. (Laval).

Collingwood Orange Lodges—Asks if the government received the communication referred to in announcement published in *Orange Sentineel*, March 19, 1914. If so, what was the answer or answers given. *Ans.*—A copy received. No answer yet, 2081.

Dr J. A. Roy—Is the government aware of item in *La Patrie* of December 10, 1913, etc. *Ans.*—Information given, 968-9.

Penitentiaries Inquiry—Asks has government instructed any persons to investigate administration of penitentiaries in Canada, etc. *Ans.*—Information given, 571.

RAILWAY ACT AMENDMENT.

Bill introduced.—Mr. Demers.

Demers, M. J. (St. Johns and Iberville)—611.

The object of the Bill is to make more explicit section 298 of the Railway Act, 611.

RAILWAY ACT AMENDMENT.

Introduction of Bill No. 69.—Mr. Demers, 793.

Demers, M. J. (St. Johns and Iberville)—793.

Object of Bill is to further extend provision of Bill with section 298 of Railway Act, 793.

RAILWAY ACT AMENDMENT.

Bill introduced.—Mr. Armstrong, 1013.

Armstrong, J. E. (Lambton East)—1013.

The object of Bill is that all steamboat companies plying on inland waters shall be under the Railway Commission. This Bill will in no way interfere with the present Marine Act, 1013. Clauses of Bill read and explained. Baggage is handled like so much cordwood or baled hay, in a most careless and ridiculous manner, 1014.

RAILWAY ACT AMENDMENT.

Motion:

That a message be sent to the Senate to inform Their Honours that this House agrees to their request to appoint a special committee to meet with a similar special committee of the Senate to consider Senate Bill No. B 2, intitled 'an Act to consolidate and amend the Railway Act,' to take evidence, if necessary, and to hear parties interested, and that each such special committee report to their respective Houses, and also to inform Their Honours that Messrs. Ames, Armstrong (Lambton), Bennett (Calgary), Blain, Beland, Carvell, Crothers, Emmerson, Fowler, Graham, Green, Lancaster, Lemieux, Macdonell, Maclean (York), McCurdy, McKay, Meighen, Murphy, Nesbitt, Oliver, Perley, Rainville, Reid (Grenville), Siclair and Turriff will act as members of the said special committee.—Mr. Borden, 2947.

RAILWAY ACT AMENDMENT—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—2947.

Would like to have Bill passed this session, but do not propose to force it through without due consideration and full deliberation, 2947.

Graham, Hon. G. P. (Renfrew, South)—2947.

Think it would take this House a month to handle this Bill, if we give it the attention it ought to have, 2947.

RAILWAY ACT AMENDMENT.

Motion:

That the names of Messrs. Carroll and Sutherland be added to the special committee to consider Senate Bill B-2, intitled, 'an Act to consolidate and amend the Railway Act,' and that a message be sent to the Senate to acquaint Their Honours therewith.—Mr. Borden, 3058.

RAILWAY LEVEL CROSSINGS.

Motion:

Resolved, that it is expedient to provide that the sum of two hundred thousand dollars per annum be appropriated and paid out of the Consolidated Revenue Fund for five consecutive years from the first day of April, 1914, to aid actual construction work for the protection, safety and convenience of the public in respect of highway crossings at rail level, in existence on the first day of April, 1909.—Mr. Reid, 3896.

RAILWAY LEVEL CROSSINGS.

House in Committee on Bill No. 204.—Mr. Reid, 3957.

Guthrie, Hugh (Wellington South)—3959.

It is rather a surprise to me that the amount expended in five years is only \$60,000, 3958.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3957.

On the third reading my hon. friend should present a statement as to how many applications are now pending before the commission, 3958.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3957.

This Bill is to renew the \$200,000 per annum to be expended on level crossings, 3957.

RAINY RIVER RADIAL RAILWAY COMPANY.

House again in Committee on Bill No. 141.—Mr. Carrick, 2950.

Carrick, J. J. (Thunder Bay and Rainy River)—2950.

Route is given in section 8 of charter, chapter 152 of Statutes of 1910-12, 2950.

RAINY RIVER RADIAL RAILWAY COMPANY—*Con.*

Graham, Hon. G. P. (Renfrew South)—2950.

This is a renewal of a charter granted in 1910, 2950. Increase in traffic between Canada and United States shows the wisdom of improving facilities for that traffic, 2951.

Lancaster, E. A. (Lincoln)—2950.

Bill has not been amended at all except the adding of standard clause, 2950.

Oliver, Hon. Frank (Edmonton)—2950.

Charter seems to raise a very serious question, 2950. Am not objecting to Bill but asking for a declaration of principle in regard to it by government, 2951.

RANCH FOR CAVALRY REMOUNTS.

Inquiry.—*Sir Wilfrid Laurier*, 2546.

Hughes, Hon. Sam. (Minister of Militia and Defence)—2546.

As soon as the lease and Order in Council is passed we will do so, 2546.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2546.

Calls attention to press statement that the government have granted a lease to a company establishing a ranch for cavalry remounts and asks if correspondence will be laid on the table, 2546.

RANCH FOR CAVALRY REMOUNTS.

Inquiry.—*Sir Wilfrid Laurier*, 2789.

Hughes Hon. S. (Minister of Militia and Defence)—2789.

Has not yet been completed, 2789.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2789.

Has information in regard to grazing lease to a certain firm been completed, 2789.

REGULATION OF EXPLOSIVES.

Motion:

Resolved, that it is expedient to regulate and control the manufacture, importation and use of explosives and the construction, licensing and inspection of premises used for the manufacture and storing of explosives, and to provide for the making of inquiries where an accidental explosion has occurred.—*Mr. Coderre*, 3587.

REGULATION OF EXPLOSIVES.

Motion for 2nd Reading of Bill—*Mr. Coderre*, 3861.

Carroll, W. F. (Capé Breton South)—3863.

There should be regulations in these departments as stringent as those which apply to mines. The minister will readily see that if the Act remains as it is, it will exclude inspection of explosives in and around the mines in the province of Nova Scotia and I do not think that that would be desirable, 3865.

REGULATIONS OF EXPLOSIVES—*Con.*

Coderre, Hon. Louis (Secretary of State)—3861.

The present government realize that this is a very important matter, and steps were taken last year to bring a Bill before the House, but on account of the length of the session it was impossible to do so. It is the desire of the Government to get this Bill through this session, 3861. The words 'use of explosives' have been eliminated as far as possible from the Bill with a view to preventing conflict of authority where provisions have already been made under the Provincial Mines Acts regarding the use of explosives, 3866. Letter of Provincial geologist for Ontario and letter of Mr. White of Sherbrooke quoted, 3867-8.

Devlin, E. B. (Wright)—3863.

The revised statutes of Quebec quoted *re* explosives. It appears to me there is a direct conflict between the provincial regulations and the regulations which we are seeking to pass now, 3863-4.

Doherty Hon. C. J. (Minister of Justice)—3864.

There cannot be any question of the right of the province to require licenses for business of this kind. But that is given them under power conferred upon them for the purpose of raising a revenue. We could hardly undertake to deal with special local conditions from the point of view of the protection of a particular municipality, 3864. What we want to make is a law that will be of general application where the province may fail to legislate or, at all events, of general application to protect the public of the Dominion against the dangers connected with this matter, 3865.

Lamarche, P. E. (Nicolet)—3868.

I do not know whether it would not be well to provide in our law for a certain class of explosives; that is, apply very stiff regulations to some of them, and to be a little more generous with regard to others, 3868.

Laurier Rt. Hon. Sir Wilfrid (Quebec East)—3864.

It would be better that we should provide that before a powder magazine is established anywhere the consent of the municipality must be obtained, 3864.

Lemieux, Hon. R. (Rouville)—3862.

Calls attention to a manufactory of explosives at Ile Perrot and its proximity to the C.P.R. and G.T.R. tracks, 3862.

RELEASE OF GEROLMIO FATSARI.

Motion:

For a copy of all papers and documents concerning the release of one Gerolmio Fatsari, who was sentenced for attempted murder in Montreal in March 1908—*Mr. Lemieux*, 464.

RELEASE OF GERALMIO FATSARI—*Con.*

Doherty, Hon. C. J. (Minister of Justice)—465.

The entire prosecution was a prosecution at the instance of the provincial authorities. The government of Canada had absolutely no control. The provincial authorities brought Fatsari to trial. Whether they were right or wrong this government, and the Crown in the right of Canada, can have no responsibility, 466. I can not see upon what ground it is put up to this government to compensate him, 467.

Lemieux, Hon. R. (Rouville)—464.

The circumstances connected with this matter bring to my mind some of the chapters in *Les Misérables*, 464. Imprisonment and pardon of Fatsari and his arrival in Montreal, stranded and sick. I ask the Minister of Justice what he intends to do in the case of Fatsari, 465.

RELEASE OF GERALMIO FATSARI.

Inquiry.—*Mr. Lemieux.*

Doherty, Hon. C. J. (Minister of Justice)—911.

I will inquire if anything has been done in this matter, 911.

Lemieux, Hon. R. (Rouville)—1911.

Calls attention to information in Montreal papers that Fatsari was given free passage to Italy by the government, 1911.

REPRESENTATION IN THE HOUSE OF COMMONS.

Bill introduced.—*Mr. Borden*, 611.

Borden, Rt. Hon. R. L. (Prime Minister)—611.

Brief review of legislation in regard to representation, 611-12. The results which have obtained from time to time under the enactments, 613. The judgement of the Supreme Court and the Privy Council in regard to the Maritime provinces referred to. I do not see how it would be possible for this Parliament to attempt any alteration in the representation of any of the provinces without the consent of the provinces themselves, 614. Prince Edward Island specially referred to, 615-16. The number of representatives according to the last census and the population of the provinces, 616. Decreases and increases in representation. The same course will be followed as in 1903, 617. Boundaries, equality of population and a greater unit for urban than rural constituencies referred to, 618. I have examined the computation to which *Mr. Macdonald* alludes and I regret to say that I do not find much consolation in it for the maritime provinces, 620.

Macdonald, E. M. (Pictou)—619.

Attention of the Prime Minister directed to clause 4 of section 51 and read. How is the statute to be interpreted, 619. The only place I can find any record of any public statement as to how this computation has been made is at page 527 of chapter 33 Supreme Court of Canada reports, 620.

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

Speaker, His Honour, the—619.

It is not permissible to debate on a motion for the first reading. In attempting to override that rule the hon. gentleman would be establishing an inconvenient precedent for the future, 619.

REPRESENTATION IN THE HOUSE OF COMMONS.

Inquiry.—*Mr. Hughes*, 707.

Borden, Rt. Hon. R. L. (Prime Minister)—707.

Will endeavour to find them again and send hon. gentleman a memorandum, 707.

Hughes, J. J. (Kings P.E.I.)—707.

Asks for explanation of a statement when introducing Redistribution Bill, 707.

REPRESENTATION IN THE HOUSE OF COMMONS.

Borden, Rt. Hon. R. L. (Prime Minister)—795.

Was asked for certain references respecting representation in House of Commons, remarks are found in Volume 5 of 'Hansard', of 1903, 795.

REPRESENTATION IN THE HOUSE OF COMMONS.

Motion 2nd reading of Bill No. 62.—*Mr. Borden*, 842.

Borden, Rt. Hon. R. L. (Prime Minister)—842.

I would be only too glad if I could find such assistance or aid as would do away with the necessity for reducing the representation as proposed in the Bill, 842.

REPRESENTATION IN THE HOUSE OF COMMONS.

Consideration for 2rd reading of Bill No. 62.—*Mr. Borden*, 864.

Borden, Rt. Hon. R. L. (Prime Minister)—866.

It is not necessary that I should go into that question at length to-night. Hon. friend did not allude to matters which I thought worthy of consideration by House, 866. If conditions demanded by provisions of that subsection were not capable of being invoked, subsection could have no operation. That was fair to Quebec, 867. Find no fault with suggestion of my hon. friend. Were content in 1903 to have a committee of only seven, 868. What I have said is to point out that there was no attempt in 1903 to represent various provinces of Canada on that committee, 869. Appreciate the difference between 1903 and present year. Will propose to resume adjourned debate on Thursday, 870.

Graham, Hon. G. P. (Renfrew South)—857.

Remember, a few years ago something of this kind was tried in Toronto but it was withdrawn, 857. Basis of our represen-

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

tation is supposed to be population. Almost hesitate to trust ourselves even to that committee under that system, 858.

Hughes, J. J. (Kings P.E.I.)—853.

Have to abide by British North America Act. Stayed out of Confederation for six years on that point, 854. Reads statement on, 855-56. There is not a word in statement to justify Prime Minister in saying I argued against claims put forward by Prince Edward Island, 856.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—843.

Sec. 51 of B.N.A. read and commented upon. Not able to satisfy myself what was the peculiar object which the framers of the constitution had in their minds, 843. When we came into office we thought it preferable to introduce a new system. The same duties are now confronting the committee who are going to be appointed, 844. Dalton McCarthy quoted. In the equalization of population it is not possible to have arithmetically the same number of people in each constituency, 845. The principle of county boundaries referred to and the reasons for departing from that principle in Bill passed by late government, 845-6. The task of the committee is not an easy one. Two principles to work open: equalization of population and county boundaries. Reduction in representation in any province is a matter of the law and constitution, 847. Suggests that committee should have nine members, 848.

Macdonald, E. M. (Pictou)—848.

Task referred to committee is one of great responsibility. The power to increase the total representation of this Parliament exists in Parliament, 848. Section 51 of Act is the governing-clause. Impossible to give Prince Edward Island larger number of members than she is entitled to under section 51, 849. If section 51 of British North America Act applies to one it must apply to every other section where exercise of powers is provided for. That is an anomaly never contemplated by fathers of Confederation, 850. Should have a statement from Minister of Justice. Should have regard to the permanence and stability of existing constituencies, 851. Unfortunately in Northwest we have not municipal government throughout rural districts. Refers to island of Cape Breton, 852. Ideal should be that committee in discharging their duties should act as conferees. Hope that policy inaugurated ten years ago will dominate deliberations of committee, 853.

Maclean, W. F. (York South)—856.

Proportional representation is now widely agitated and system is well developed, but not found expression in our law, 856. The time will come when Senate of this country must be reorganized, 857.

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

McLean, A. A. (Queens, P.E.I.)—859.

Agree that it would be proper for this Parliament to restore to provinces of New Brunswick, Nova Scotia and Prince Edward Island the representation they had at Confederation. That resolution placed the matter clearly before Parliament, 859. Were only entitled, when resolution was passed, to five representatives. Refers to different statements on, 860. If we are entitled to this legally, it should be amended. Some years afterwards they found out that words which had been put in resolution were wrong, 861. That committee can make recommendation that Prince Edward Island is equitably and honestly entitled to six members in House, 862.

Turgeon, O. (Gloucester, N.B.)—862.

Have always taken the ground that in this country we must adhere to the fundamental principles of British North America Act, 862. Would suggest that we try to bring into Confederation Newfoundland. This Senate, has one chief object in view, that is, protection of minorities, 863. Government were determined not to repeat error when Prince Edward Island came in, 864. Terms of the Act bringing Prince Edward Island into Confederation leaves no doubt as to intent and spirit of constitution. My first public act was to stand by terms of Confederation, 865. No Canadian wants charity, we want justice, 866.

REPRESENTATION IN THE HOUSE OF COMMONS.

Consideration for 2nd reading of Bill No. 62.—Mr. Borden, 926-7.

Borden, Rt. Hon. R. L. (Prime Minister)—927.

When the debate was adjourned we had under consideration whether the committee should consist of seven or nine members. I am not disposed to be unreasonable on the subject. I beg to move:

That Bill No. 62 be referred to a committee composed of Messrs. Bédard, R. B. Bennett, Buchanan, Macdonald, Pardee, Pelletier, J. D. Reid, Rhodes and Rogers, with instructions to consider and report upon the same and to prepare schedules to define and describe the several electoral divisions entitled to return members to this House, 927.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—927.

This is a very special matter and there must be a large proportion of technical work to be done in the mapping out of constituencies in the several provinces. The ninth member will be the umpire, 927.

REPRESENTATION IN THE HOUSE OF COMMONS.

Motion.—Mr. Rogers, 1013.

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

Rogers, Hon. Robert (Minister of Public Works)—1013.

Moves that committee on Bill No. 62 have leave to report from time to time and to sit while House is in session, 1013.

REPRESENTATION IN THE HOUSE OF COMMONS.

Report presented.—Mr. Rogers, 5230.

Rogers, Hon. Robert (Minister of Public Works)—5230.

I desire to present the second and final report of the special committee to whom was referred Bill No. 62, 5230.

REPRESENTATION IN THE HOUSE OF COMMONS.

House in Committee on Bill No. 62.—Mr. Borden, 5306.

Beland, Hon. H. S. (Beauce)—5316.

Deals with changes in Quebec city, 5316.

Borden, Rt. Hon. R. L. (Prime Minister)—5223.

It is absolutely impossible to make a redistribution in any province in Canada that will be thoroughly satisfactory to every one, 5223. Let me give a few illustrations of the manner in which the committee unanimously dealt with many counties in Ontario and Quebec, whose population was very much larger than that of either Richmond or Antigonish, 5353. What reasons are there to suppose that either Richmond or Antigonish or Guysborough will not have in the future legitimate and proper influence in the Parliament of Canada by the representation which it will now have, 5355.

Chisholm, Wm. (Antigonish)—5341.

Reference made to Mr. Rhodes' remarks and the abolition of Antigonish, 5341-52.

Fripp, A. E. (Ottawa)—5311.

Objects to Rideau ward being excluded from Ottawa and moves amendment, 5311-12.

Jamieson Clarence (Digby)—5322.

Voices his regret at the wiping out of Digby, 5322-3.

Kyte, G. W. (Richmond, N.S.)—5324.

Points out with respect to the redistribution in Nova Scotia that it is absolutely unfair and unjustifiable. Newspaper quotations given, 5325. Sir R. Cartwright and British North America Act quoted, 5326-7. History of county of Richmond given, 5327. Memo of the Premiers of the Maritime provinces quoted and further remarks in regard to Richmond, 5328-35. Amendment moved, 5341.

Lachance, A. (Quebec Centre)—5313.

Thinks that the redistribution of the Quebec city seats has not been carried out in a spirit of fairness, 5313-14.

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

Lafortune, D. A. (Montcalm)—5319.

Protests against the union of Montcalm and L'Assomption, 5319-21.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5317.

Thinks that redistribution would have been possible without laying hands on old historical constituencies, 5317.

Lemieux, Hon. R. (Rouville)—5321.

I do not complain of the legislation by which Rouville is being coupled with Saint-Hyacinthe. Upon consulting the statistics of the census, I find that my county does not possess the electoral unit fixed as the basis of representation, 5321-22.

Macdonald, E. M. (Pictou)—5356.

The case of Richmond county and its connection with South Cape Breton is an isolated and peculiar case, and constitutes one proposal in this Bill for which, to my mind, there is no justification whatever, 5356. I say that Richmond with its 13,000 people has as much right on account of the fact that it is a typical minority constituency in our province to be represented in the House of Commons as the county of Brome in the province of Quebec. That is the position I took before the committee and that is the position I take here and now, 5358. Moves amendment to section relating to Prince Edward Island, 5359.

We arrived at the unit in the same way as was stated by my right hon. friend the Premier when he introduced the Bill, namely, by dividing 65 into the population of old Quebec as it was organized, 5303. The situation, therefore, is that one must regret that the aspirations and feelings of the people of the smallest province of the Dominion with regard to representation cannot be met under existing conditions, 5304.

McLean, A. A. (Queens, P.E.I.)—5306.

Amendment moved, 5306.

Pelletier, Hon. L. P. (Postmaster General)—5299.

The policy of the government is to adhere to the unanimous report of the committee composed of members on both sides of the House, 5299. Reference made to the representation of the Maritime provinces, 5301-2. Explains why changes were made in Quebec city seats, 5315.

Rhodes, E. N. (Cumberland)—5335.

Under the terms of the British North America Act, it was necessary that the representation of the province of Nova Scotia should be reduced by two members. There was no option on the part of the government or of Parliament as to

REPRESENTATION IN THE HOUSE OF COMMONS—*Con.*

the course to be taken; an imperative duty was imposed upon them, and that duty was delegated to the committee to work out in the best possible way, 5335. I never had it brought home to me that the question of religion ought to be discussed in connection with representation as it has been to-night by the hon. member for Richmond. I regret very much that he mentioned it. I do not believe that it was necessary, I do not believe that the people who sent him here from his constituency will believe it necessary, 5336. In order to further his own personal ends he brings in a question of religion which ought never to have been discussed in this House, 5337. I will confine my remarks to justifying the union of these two constituencies for the reason that the committee have agreed upon the other features of redistribution as affecting the province of Nova Scotia, 5338-41.

Seguin, P. A. (L'Assomption)—5318.

Protests against L'Assomption being annexed to Montcalm, 5318-19.

Wilson, C. A. (Laval)—5317.

Protests against the way the new division of Maisonneuve is made up, 5317-18.

REPRESENTATION IN THE HOUSE OF COMMONS.

House again in Committee on Bill No. 62.—*Mr. Borden*, 5364.

Borden, Rt. Hon. R. L. (Prime Minister)—5364.

Amendment of *Mr. Macdonald* with regard to Prince Edward Island accepted, 5364.

REPRESENTATION IN THE SENATE.

Borden, Rt. Hon. R. L. (Prime Minister)—1911.

Lays on Table memorandum giving a further opinion of the Department of Justice in regard to representation of Manitoba in the Senate, 1911.

REPRESENTATION IN THE SENATE.

Resolution moved.—*Mr. Borden*, 5277-8.

Borden, Rt. Hon. R. L. (Prime Minister)—5278.
Statement as to proposed resolution, 5278-80.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5280.

Thinks that Parliament has no power to increase the representation of Manitoba and British Columbia, 5280-2.

Maclean, W. F. (York South)—5282.

The Senate of Canada should be responsible to the people, their term of office should be limited, and the Chamber should be more democratic, 5282. If we cannot have a Senate responsible as we ourselves are, I believe the people of Canada are in favour of the abolition of the Senate, 5283-4.

REPRESENTATION IN THE SENATE—*Con.*

McLean, A. A. (Queens, P.E.I.)—5285.

Reference made to the representation of Prince Edward Island, 5285-90.

Sharpe, Sam. (Ontario North)—5284.

In my opinion, this country is looking for some method of Senate reform rather than to increasing the number of senators which only adds to the difficulties of reform. I desire to go on record that the Senate should be abolished in its entirety or be so amended as to make it responsible to public opinion, 5284.

REPRESENTATION IN THE SENATE.

House in Committee on resolution.—*Mr. Borden*, 5290.

Borden, Rt. Hon. R. L. (Prime Minister)—5291.

There is no reason why there should not immediately be this increased representation of the western provinces in the Senate, and I cannot see any force in the suggestion of my hon. friend, 5291. For us at the present time, and at this stage of the session, to attempt to solve the problems to which the hon. member for South York has drawn attention is out of the question, 5296.

Maclean, W. F. (York South)—5291.

No appointment has been made to that body where the first consideration was regard for public opinion, regard for progressive ideas or regard for legislation for the general uplift of the community, 5291. Amendment moved, 5292.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5296.

Whatever merit there may be in the suggestion which has been made, as has been stated by the right hon. Prime Minister, it is too late in the session to give it consideration; and besides, the suggestion itself is not at all germane to the question now before us. If we could devise a system to prevent having appointments made altogether on party lines we would attain the object desired, 5297.

Oliver, Hon. Frank (Edmonton)—5293.

My opinion is that if you want to be closely in touch with public opinion, and give effect to that opinion by legislation, you require to have a one-chamber parliament where action is direct from the people to the Parliament, and from the Parliament back to the people, in accordance with the expressed wish of the people, 5293. Until it has been shown that the Senate has gone beyond the use of its authority and has abused it, there is no reason for in any way taking from the authority that it exercises or finding fault with its constitution or actions, 5295.

Proulx, E. (Prescott)—5293.

I believe that the Senate should be made elective, that the term of office should be

REPRESENTATION IN THE SENATE—*Con.*

eight or ten years, that the districts should be large, that there should be proportional representation, and that there should be an age limit, 5293.

Pugsley, Hon. Wm. (St. John City).

I think this motion lacks one thing; this change in my opinion ought to come into operation at the same time that the representation of the people in the House of Commons is increased, 5291. I would like to say, with respect to this provision that the representation shall not be reduced below the number of senators, that the Imperial Parliament should be asked to amend the British North America Act so as to provide that the representation of no one province should ever be less than what it was declared to be at the time the province entered into Confederation, 5300. Takes issue with the Postmaster General and the leader of the opposition with regard to what took place some years ago when the boundaries of the province of Quebec were enlarged, 5305.

Rhodes, E. N. (Cumberland)—5304.

My sole purpose in rising to-day is not to make political capital, but to make the situation perfectly clear and to prevent any attempt at the making of political capital out of a question of this kind in the years to come, 5304.

Turgeon, O. (Gloucester)—5295.

Thinks and gives reasons for so thinking that the Senate as presently constituted is a safeguard to the minorities and should be left as it is, 5295-6.

REPRESENTATION IN THE SENATE

Borden, Rt. Hon. R. L. (Prime Minister)—5376.

Motion rejecting Senate amendments, 5376.

Speaker, His Honour the.—5376.

Informs the House of message received from Senate, 5376.

RESUME OF GENERAL ELECTIONS.

Inquiry.—*Mr. Marcil*, 2995.

Borden, Rt. Hon. R. L. (Prime Minister)—2995.

Shall be glad to give consideration to it, 2995.

Marcil, Hon. Charles (Bonaventure)—2995.

Would ask that a similar résumé be prepared for period between 1867 to 1914, and this would give a complete record of Dominion elections, 2995.

RIO DE JANEIRO AND SAN PAULO TELEPHONE COMPANY.

House in committee on Bill No. 94.—*Mr. Northrup*, 1892.

Lancaster, E. A. (Lincoln)—1892.

This is a case where a company has letters patent in Canada, 1893.

RIVER VALLEY RAILWAY.

Inquiry.—*Mr. Emmerson*, 2546.

Emmerson, Hon. H. R. (Westmoreland)—2546.

Calls attention to eastern press rumours that the government is giving assistance for bridges over River Valley Railway and asks if an order in Council has been passed relating to that subject, 2546.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2546.

A proposition has been before the government but no in Order in Council has been passed, 2546.

RIVER VALLEY RAILWAY.

Inquiry.—*Mr. Emmerson*, 2789.

Borden, Rt. Hon. R. L. (Prime Minister)—2789.

Subject is under consideration and any necessary announcement will be made in due course, 2789.

Emmerson, Hon. H. R. (Westmorland)—2789.

Asks has any decision been reached in regard to additional assistance for bridges in connection with River Valley railway in New Brunswick, 2789.

ROYAL CANADIAN BAND.

Attention called to message received.—*Mr. Kyte*, 3210.

Kyte, G. W. (Richmond, N.S.)—3210.

Calls attention to the Royal Canadian Band parading streets of Halifax in uniform to celebrate discharge of a certain gentleman, 3210.

Speaker, His Honour the—3210.

The hon. gentleman is out of order, 3210.

RULES OF THE HOUSE.

Privilege.—*Mr. Verville*, 706.

Borden, Rt. Hon. R. L. (Prime Minister)—706.

Shall obtain exact information and furnish it to my hon. friend and to House on some future occasion, 706.

Speaker, His Honour the—706.

My impression is that the four weeks were up on Wednesday night last and therefore Thursday becomes a government day, 706.

Verville, A. (Maisonneuve)—706.

Think Thursday should not be taken as a government day, 706.

RULES OF THE HOUSE.

Inquiry.—*Mr. Borden*, 707.

Borden, Rt. Hon. R. L. (Prime Minister)—707.

Is it convenient to take up estimates of Royal Northwest Mounted Police, 707. Would not be prepared to say at the moment without thinking it over, 708.

RULES OF THE HOUSE—*Con.*

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—707.

Have no objection at all, 707. It cannot be discussed to-day of course, 708.

Oliver, Hon. Frank (Edmonton)—708.

Understand Indian Affairs has been taken up, 708.

RURAL MAIL DELIVERY.

Motion:

That in the opinion of this House, the question of improved means of transportation for fresh fish between the Maritime provinces and the United States should receive the early attention of the government.—*Mr. Lemieux*, 376.

SAFETY OF LIFE AT SEA CONVENTION.

Remarks.—*Mr. Hazen*, 787.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—787.

For a number of years there has been manifested a disposition to make the regulations for the safety of life at sea international and of a higher standard. Extract from invitation read. The countries represented at the conference, 787-8. General synopsis of the work performed and regulations of the conference referred to, 789-92. Legislative action being considered, 793.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—792.

The conference attracted the attention of the world. I should like to know if these rules are to be made binding in the form of a treaty, 792-3.

SALARY INCREASES.

Motions:

That it be resolved, that the recommendation of the hon. the Speaker, laid on the Table of the House on the 2nd April instant, relative to the yearly increase in salary to certain officers and clerks and employees of the House, including a clerk in the Joint Distribution Office of the House of Commons and Senate, pursuant to section 37 of the Civil Service Amendment Act, 1908, be approved.—*Mr. Borden*, 2481.

That a message be sent to the Senate to acquaint Their Honours that this House has approved the recommendation of the hon. the Speaker of the House of Commons for the payment to a clerk of the Joint Distribution Office of the House of Commons and Senate, of the yearly increase in salary, pursuant to section 37 of the Civil Service Amendment Act, 1908.—*Mr. Borden*, 2482.

SASKATCHEWAN CENTRAL RAILWAY COMPANY.

Further consideration of amendments made by Senate to Bill No. 49.—*Mr. McCra-ney*, 2956.

SASKATCHEWAN CENTRAL RAILWAY COMPANY—*Con.*

Motion:

That a message be sent to the Senate to acquaint Their Honours that this House disagrees to their amendments to the Bill No. 49, an Act respecting the Saskatchewan Central Railway Company, for the following reasons: Because it does not appear to be in the interest of that part of the country to allow two years further extension of time to commence construction and five years to complete this railway.—*Mr. Lancaster*, 2956.

SATURDAY SITTINGS.

Motion:

That this House shall meet on Saturday the 16th instant and on all Saturdays until the end of the session, the hours of sitting and the order of precedence for business shall be the same as on Fridays.—*Mr. Borden*, 3784.

Borden, Rt. Hon. R. L. (Prime Minister)—3785.

I shall be very glad to arrange that nothing shall be taken up on Saturday except matters of non-controversial character, 3785.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3784.

Complains of incompleteness of programme and asks that motion, for reasons given, shall take effect on the following Saturday, 3784-5.

SELECT STANDING COMMITTEES.

Report.—*Mr. Reid*, 253.

Reid, Hon. J. D. (Minister of Customs)—253.

Presented report of select standing committees, 253-56. Motions *re* Printing, Library and Restaurant of Parliament, 256-7.

SEMI-CENTENNIAL OF CONFEDERATION.

Motion:

That in the opinion of this House, the federal government ought to encourage the projected international exhibition on the occasion of the fiftieth anniversary of the establishment of confederation.—*Mr. Lemieux*, 1444.

Borden, Rt. Hon. R. L. (Prime Minister)—1450.

Think there will be no division of opinion that when we reach the fiftieth anniversary of that date, that it should be worthily commemorated, 1450. In so far as the proposal of a worthy celebration of the great anniversary alluded to, am in sympathy with it, 1451.

Cockshutt, W. F. (Brantford)—1452.

Fiftieth anniversary of Confederation of the Canadian provinces should be celebrated in some fitting manner, 1452. Hardly to be expected that Dominion of Canada could make a paying enterprise out of an international exhibition. Transporta-

SEMI-CENTENNIAL OF CONFEDERATION
—*Con.*

tion facilities would be a very important factor, 1453. If government decides to take up this celebration it must be well supported, 1454.

Lemieux, Hon. R. (Rouville)—1444.

No human law is perfect but every one must admit that the constitution of Canada, the system of government under which we live, compares very favourably with other nations. Year 1867 is, all inspiring to Canadian students of history, 1444. The tendency of Great Britain has always been to give to her dominions constitutions similar to that of mother country, 1445. Two facts are prominently outstanding in various circumstances the insistence of Canadian representatives upon principle of maintaining intact our British connection and our self-government, 1446. Object of proposed commemoration of establishment of Confederation is twofold. Correspondence on, 1447. Quotations on, 1448-49. Let the commemoration of the semi-centennial of our Confederation, be for every Canadian the expression of our hopes for a brilliant future for this country, 1450.

McLean, A. A. (Queens, P.E.I.)—1451.

Calls attention to the fact that province of Prince Edward Island is about to celebrate, in August next, first conference of Confederation. Resolution that was passed on, 1451. City of Charlottetown is the cradle of Confederation. Celebration should receive the favourable attention of this Parliament, 1452.

SHERBROOKE POST OFFICE INSPECTION.

Statement.—*Mr. Pelletier*, 3715.

Pelletier, Hon. L. P. (Postmaster General)—3715.

Yesterday I promised to answer a question put to me in regard to the discrepancy between two answers given by the department as to the Post Office Inspection Department at Sherbrooke. The two answers are absolutely correct, 3715.

SHIPPING ACCIDENT AT QUEBEC.

Attention called.—*Mr. Marcil*, 3399.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3399.

The investigation has been held by the Wreck Commissioner assisted by two nautical assessors. I expect the report will be filed to-morrow, 3399.

Marcil, Hon. Charles (Bonaventure)—3399.

Calls attention to accident to steamer *Saturnia* in harbour of Quebec and refers to letter received from master in charge of the ship at the time, 3399.

SOUTHAMPTON RAILWAY COMPANY.

Motion:

For a copy of all petitions, letters, telegrams and documents by any and all 65606—15

SOUTHAMPTON RAILWAY COMPANY—*Con.*

parties to and by the Department of Railways and Canals, or any other department of the government, with reference to the Southampton Railway Company, also of all reports of engineers and recommendations regarding a subsidy to the said railway and of all Orders in Council granting same, and of all other documents and memoranda in the possession of the Department of Railways and Canals or other departments of the government regarding the said railway. —*Mr. Carvell*, 1454.

Carvell, F. B. (Carleton, N.B.)—1454.

A large amount of money has been taken from Quebec treasury which ought not have been taken, 1454. Question I want to discuss is whether or not the Dominion of Canada has been unfairly treated, 1455. This contract was made before they had received the guarantee of bonds. Was sworn at the trial that they were determined to start the road without the bonds, 1456. Gives a description of railway, 1457. Report on, 1458-59. That is all the rock work that was done, 1460. Refers to cost of bridges and a letter on, 1461. Correspondence. Perhaps the plainest evidence of the culpability of this transaction is in regard to the fencing, 1462. Something extremely interesting from *Mr. Johnson's* standpoint is the station houses, 1463. Refers to questions, 1464-66. There is the synchronism, and it is up to opposition to explain as best they can, 1467. Think I have submitted to House a state of affairs which calls for action, 1468. Ought to be in a position to investigate this thing to the very bottom, 1469. Hope minister will not only conduct a departmental investigation but appoint a royal commission to have this matter sifted to the bottom, 1473.

McLeod, H. F. (York, N.B.)—1471.

Was a matter of no importance to me whether *Mr. Pender* nominated me or not, 1471. Think that *Mr. Johnson* made the report having been deceived as to the actual facts of case. *Mr. Pender* built that road in a slipshod way, 1472. Nobody received any of that money wrongfully, 1473.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—1469.

Have no objection to bringing down returns asked for, 1469. *Mr. Johnson's* memorandum and *Mr. Borden's*, 1470. That shows that he must have had experience in railway building. Shall take matter up to-morrow with officers of department and shall go into it thoroughly, 1471.

STEAMER ALERT.

Inquiry.—*Mr. Carroll*, 308.

Borden, Rt. Hon. R. L. (Prime Minister)—308.

I know nothing of the matter. Not the first time such complaints have been raised in the House, 308-9.

STEAMER ALERT—*Con.*

Carroll, W. F. (Cape Breton South)—308.

Article read from Sydney Record re tug Alert. Asks if tug was used for electioneering purposes, 308.

STEAMER ALERT.

Statement.—*Mr. Reid*, 243.

Reid, Hon. J. D. (Minister of Customs)—343.

Steamer Alert is employed in the Customs Preventive Service on the Cape Breton coast. Statement of steamers recent trip to Neil's Harbour, 343-4.

STEAMER ALERT.

Remarks.—*Mr. Macdonald*, 374.

Macdonald, E. M. (Pictou)—474.

Reads telegram and asks that steamer shall not be sent north again, 474.

Reid, Hon. J. D. (Minister of Customs)—474.

Statement of action taken by the department, 474-5.

STEAMER CANADA.

Inquiry.—*Mr. Marcil*, 3715

Marcil, Hon. Charles (Bonaventure)—3715.

Asks if the trips of the steamer Canada will be resumed, 3716.

Pelletier, Hon. L. P. (Postmaster General)—3716.

Inspection has been made and if report is favourable no doubt the steamer will go into commission, 3716.

STERLING TRUSTS CORPORATION.

House in Committee on Bill No. 38.—*Mr. White* (Renfrew), 1417.

White, Hon. W. T. (Minister of Finance)—1417.

Sec. 1 provides for the substitution of the words 'Dominion of Canada' for the words 'Province of Saskatchewan,' 1417.

ST. PETER'S CANAL.

Inquiry.—*Mr. Kyte*, 2903.

Kyte, G. W. (Richmond, N.S.)—2903.

Asks when work will be resumed. Urges early recommencement on account of unemployment conditions, 2903.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2903.

Work ceased during the winter as usual. Chief engineer now considering having lock in another place, 2903.

ST. PETER'S INDIAN RESERVE.

Inquiry.—*Mr. Oliver*, 475.

Doherty, Hon. C. J. (Minister of Justice)—475.

The action seeks to have the surrender declared null for a variety of reasons, 475.

Oliver, Hon. Frank (Edmonton)—475.

Calls attention to despatch in morning papers stating that action had been taken to annul the sale of St. Peter's Indian reserve and asks minister for statement, 475. Asks that papers be brought down without delay, 476.

Roche, Hon. W. J. (Minister of the Interior)—475.

This has been a very much vexed question. The article referred to is substantially correct, 475.

Speaker, His Honour the—475.

Objects to procedure and suggests that question be put on the Order Paper, 475-6.

ST. LAWRENCE SHIP ACCIDENTS.

Attention directed.—*Mr. Lemieux*, 3253.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3253.

I saw the newspaper report to which my hon. friend refers, and asked the officials to furnish me with a memorandum stating exactly the facts so far as the department knew them. Statement quoted, 3253-4.

Lemieux, Hon. R. (Rouville)—3253.

Calls attention to accident to the Saturnia and newspaper report of the investigation which is taking place that the accident was due to the lack of equipment on the part of the marine agency at Quebec, 3253.

ST. JOHN AND QUEBEC RAILWAY.

Motion:

Resolved, that it is expedient to provide for the cost of building three railway bridges in the province of New Brunswick, one across the St. John river at or near Andover, in the county of Victoria; one across the St. John river at or near Mistake, in the county of Kings; and one across the Kennebecasis river, at or near Perry Point, in the said county of Kings.—*Mr. Reid*, 3880.

Borden, Rt. Hon. R. L. (Prime Minister)—3883.

While I am mindful of the claims that my own province has upon me, I can hardly refrain from what seems reasonable in this case, merely for the reason that I did not happen to be born in the province of New Brunswick, 3883.

Carvell, F. B. (Carleton N.E.)—3881.

I am happy to say that the minister and myself are very nearly in agreement over this Bill, and I congratulate the minister and the government on the course they have taken in absolutely eliminating the St. John and Quebec Railway Company from having anything whatever to do, either directly or indirectly, with the construction of these bridges, 3881. If the money which had been voted by the province of New Brunswick had been honestly accounted for, there would have been enough money to have built the road, 3883.

ST. JOHN AND QUEBEC RAILWAY.

Fowler, G. W. (Kings and Albert)—3884.

I thought that there was some prospect of the dawn of millenium so far as the hon. member for Carleton is concerned because of his having approved anything done by this government, but that prospect is as far away as ever, 3884.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3883.

I cannot allow my hon. friend to make the assertion which he has made before this committee without saying that he has no justification or warrant for making it, 3883.

McKenzie, D. D. (Cape Breton North and Victoria)—3882.

The government proposes to build and own bridges on a line of railway which is under different ownership, and on which they will own nothing except the bridges. Complains that New Brunswick is better served with railway facilities than is Nova Scotia, 3882.

Michaud, Pius (Victoria N.B.)—3881.

I congratulate the acting Minister of Railways, and I am sure he is filling well the position of the Minister of Railways during his absence, in so far as these bridges are concerned, 3881.

Oliver, Hon. Frank (Edmonton)—3886.

Is it the intention, in the construction of these bridges, to have provision on them for highway traffic? If so, will the Dominion government supply that, or will it be provided by the provincial government, 3886.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3880.

As it is the intention of the government to take this railway over and operate it in connection with the Intercolonial railway when it is completed, the government had decided to give further aid towards the bridges mentioned, 3880. I would be glad to direct the attention of the Minister of Railways and Canals to my hon. friend's suggestion, and if it is at all feasible in this particular instance I have no doubt the minister will carry it out, 3886.

ST. JOHN AND QUEBEC RAILWAY.

House in committee on Bill No. 201.—Mr. Reid, 3959.

Carvell, F. B. (Carleton, N.B.)—3959.

I see that it leaves intact the provisions of the agreement, 3959. Unless this road is so built that it makes a through highway for western business into the city of St. John and gives the people of the province something to do, I do not know what will become of the province, 3960.

Borden, Rt. Hon. R. L. (Prime Minister)—3959.

Suggests that the Bill remain in committee until Mr. Hazen is present, 3961.

65606—15½

ST. JOHN AND QUEBEC RAILWAY—Con.

Lawrier, Rt. Hon. Sir Wilfrid (Quebec East)—3959.

This legislation seems to be very sweeping, because practically the whole of the Act is repealed, 3959.

House again in Committee on Bill No. 201.—Mr. Reid, 4023.

Borden, Rt. Hon. R. L. (Prime Minister)—4024.

Points out reasons why Mr. Pugsley's proposals cannot be acceded to, 4024.

Michaud, Pius (Victoria, N.B.)—4023.

We are very anxious for the construction of these bridges as soon as possible, 4023.

Pugsley, Hon. Wm. (St. John City)—4023.

I bring the matter to the attention of my right hon. friend the Prime Minister in the hope that he will see his way to have section 2 reconsidered and to give some power to the Governor in Council now by legislation to extend for a longer period than fifteen years the time during which the interest upon the cost of these bridges will be assumed by the Dominion government, 4024.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4023.

The department will call for tenders, award the contracts and carry out the completion of the bridges. The Bill gives the Department of Railways and Canals authority to proceed with the work, 4024.

ST. JOHN VALLEY RAILWAY.

Statement.—Mr. Carvell, 2997.

Carvell, F. B. (Carleton, N.B.)—2997.

Calls attention to matter regarding the construction of a railway in our province legally known as the St. John and Quebec railway, 2997. Make the statement that the road is not even a third-class one much less a first-class one, 2998. Refers to location as an important point, 2999. Reads an emphatic statement of Mr. Cochrane's, 3000. There is no place in Canada where railway facilities are needed more than along route where this road is being built, 3001. When this company was incorporated in 1910, nothing would but an electric road, 3002. Mr. Seely's law suit some very important evidence became public, 3003. It is alleged by Mr. Dugal, that some of this money has not gone into construction of road, 3004. Gives progress estimate down to 1913, 3005. It is no use in trying to pad engineer's statement because practically all the road was sub-let and we have estimates given to sub-contractors, 3006. This road will be a curse to people unless bridges are built, 3007.

ST. JOHN VALLY RAILWAY—*Con.*

Have tried to point out to minister the condition of affairs, 3008. Company tried to get a guarantee of bonds from provincial government to an amount sufficient to build road, 3009. Key of the situation is the subsidy contract in hands of acting Minister of Railways, 3010. Felt it was my duty to bring these matters before House and minister, 3011.

Emmerson, Hon. H. R. (Westmorland)—3030.

Unfortunately, there have been matters occurring in province of New Brunswick which should bring the blush of shame to the cheek of every New Brunswicker, 3030. Action should not have been taken by legislature of New Brunswick in relation to railway until charges had been investigated and disposed of, 3031. Until these charges are determined, etc., this Parliament should withhold action, 3032.

Foster, A. DeWitt (Kings, N.S.)—3033.

Member seemed to think it a tremendous thing that any one should regard Premier of New Brunswick with any degree of sympathy, 3033.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3011.

We in New Brunswick all well aware that the more violent the member from Carleton's language is the less ground he has for the attack he is making, 3011. A better committee could not be found in any legislature in Canada or anywhere else, 3012. Refers to history of St. John Valley railway, 3013. With the completion of Transcontinental road, and no railway communication along valley, people began to lose heart, 3014. Quotes sections of Bill introduced in 1910, 3015. Believe that when road is completed it will be one of greatest trunk lines of communication in Canada, 3016. Think it will be found on investigation that men with the responsibility are carrying out their duties faithfully, 3017. There is no doubt that there will be connection at Grand Falls with St. John Valley railway, 3018. That line has been in operation during a number of years and province has not been called to pay a dollar in consequence of that guarantee, 3019.

McLeod, H. F. (York, N.B.)—3022.

Say that for many years the St. John Valley railway was a football for politicians in province of New Brunswick, 3022. Came into power in 1908 unpledged and unpromised in regard to this road but we did have responsibility of providing adequate railway transportation facilities for New Brunswick, 3023. We honestly went into that project with the idea of building the road, 3024. There is no better line of railway constructed in Canada, save the National Transcontinental, than line of railway down valley of St. John from Woodstock to Fredericton, 3025. Must know that guaranteed bonds sell at from three to four points lower than straight bonds of a province, 3026. Reason why subsidy was not granted is that route from Andover to Grand Falls has

ST. JOHN VALLY RAILWAY—*Con.*

not yet been located or approved by department, 3027. There is on that St. John Valley railway a maximum grade of one per cent in every few instances, 3028. Subsidiary company may build bridges but contract has been let for building of that line of railway, bridges included, 3029.

Michaud, Pius (Victoria, N.B.)—3020.

Are not satisfied with construction of that railway at present moment, 3020. There are charters for many railways in province of New Brunswick, for roads which should be built and which are not being built, 3021.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3036.

Up to present time there has not been any laxity nor any amounts paid improperly. Dominion government have had matter of bridges under consideration, 3036. Will ask that matter be laid over until return of minister, 3037.

Turgeon, O. (Gloucester)—3034.

It is regretted that some political capital has been made by certain politicians, 3034. Until a commission has been appointed and has had time to investigate and make a report, everything should stand still, 3035.

SUBURBAN TRAIN SERVICES.

Attention called.—Mr. Maclean (Halifax), 1062.

Borden, Rt. Hon. R. L. (Prime Minister)—1062.

Have learned that arrangement which commenced on Saturday last has not proved very efficient, 1065. Observation of Mr. Maclean's will receive early attention, 1066.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1065.

Number of concrete instances of inconvenience have been brought to my attention, 1065.

Maclean, A. K. (Halifax)—1062.

This matter is of considerable local interest at present, 1062. If suitable railway accommodation is not available in suburban districts to nearest city it is almost impossible to obtain labour. Many other things to be considered in determining whether or not this particular train service is financially justifiable, 1063. If its population decreases the freight traffic will also diminish. In this particular instance it is not necessary to make a re-trenchment, 1064.

Maclean, W. F. (York South)—1066.

Have same grievance in Toronto, only on a much larger scale. Toronto is to-day very much in need of such a service, 1066.

SUPREME COURT ACT AMENDMENT.

Motion, introduction of Bill No. 175.—Mr. Doherty, 3251.

Doherty, Hon. C. J. (Minister of Justice)—3251.
Purposes of Bill explained, 3251.

SUPREME COURT ACT AMENDMENT.

House in Committee on Bill No. 175.—Mr. Doherty, 3462.

Doherty, Hon. C. J. (Minister of Justice)—3462.
This further amendment is now proposed for the purpose of making the amendment of last year applicable to pending cases begun before the enactment of that amendment, as well as to cases begun after it was enacted, 3462.

SUPREME COURT JUDGE SASKATCHEWAN.

Inquiry.—Mr. Knowles, 3716.

Doherty, Hon. C. J. (Minister of Justice)—3716.
A Bill is now before the House. When it is passed I hope to deal with the whole matter, 3716.

Knowles, W. E. (Moosejaw)—3716.

Asks when vacancy on Supreme Court Bench in Saskatchewan will be filled, 3716.

SUPPLY—AGRICULTURE.

Patent Record, \$30,000, 1098.

Burrell, Hon. Martin (Minister of Agriculture)—1098.

We find that \$30,000 will be required for the next fiscal year. Revenue of patent office exceeds \$100,000. Information absolutely invaluable, 1098.

Douglas, J. M. (Strathcona)—1098.

Of what practical benefit is it to have the Record published, 1098.

SUPPLY—AGRICULTURE.

Experimental Farms—Maintenance of central farms and maintaining of additional branch stations, \$770,000, 1098.

Boulay, H. (Rimouski)—1111.

We have now in the Postmaster General a man who has taken so much interest in Quebec and its surroundings that property valued a year ago at \$5,500 is sold to-day for \$32,000, 1111.

Burrell, Hon. Martin (Minister of Agriculture)—1098.

We have altered our magazine a little from those usually published. We are making it simply a register and reflection of agricultural work in Canada, 1099. So far as any instructions I have given are concerned they have been directed to ensuring that all the information published in this magazine is correct, fair and clear, 1101. The magazine is prepared with

SUPPLY—AGRICULTURE—Con.

the idea of giving a general survey of agricultural conditions in Canada, 1104. Gives lucid explanation of land bought in Quebec for a quarantine station, 1108. Explains what item is for. The general work of the experimental farms is doing much for Canada and for Canadian agriculture, 1109.

Edwards, J. W. (Fontenac)—1104.

Hon. gentlemen opposite should feel grateful because of the things which have been left out of this publication, 1105. Quotes from 'Hansard' 1909 Mr. Fisher's assertion that the farmers were lazy and slipshod in their methods, 1110-11.

Hughes, J. J. (Kings, P.E.I.)—1102.

The man who prepared that statement, I care not who he is, is unfit to prepare anything, 1102. In view of the facts that have been brought to the minister's attention does he really think the publication is of any proper use to the press of this country. If the minister is going to give information it ought to be correct, 1103.

Kyte, G. W. (Richmond, N.S.)—1098.

Referring to the Agricultural Gazette glaring inaccuracies are pointed out, 1099. The whole of this magazine taking it from the first page to the last contains inaccuracies quite as glaring and indefensible, 1100-01. I do not think I have exceeded my right in calling public attention to the matter in this way, 1102.

Lemicux, Hon. R. (Rouville)—1107.

Complains also of inaccuracies in the Gazette, 1007-8.

Nesbitt, E. W. (Oxford North)—1104.

I looked through this magazine for information such as I might find in a farmer's magazine but I did not find any, 1104. I asked the farmers if they had seen any advantage of the money voted for agricultural education and in every instance there was dead silence, 1107.

Pelletier, Hon. L. P. (Postmaster General)—1108.

Explains his connection with land purchased in Quebec, 1108-9.

Robb, J. A. (Huntingdon)—1110.

Asks minister about butter being made in Brome and where it is being shipped to, 1110.

Sutherland, Donald (Oxford South)—1105.

I was a little surprised that the member for North Oxford could not get any information from this pamphlet. I notice here the manner is stated in which the grant under the Act for aid to agriculture is expended in each of the various provinces, 1105-6. Complains about the small amount of land devoted to experimental purposes in Ontario, 1006. That is the condition under which Ontario is labouring at the present time and has been all these years, 1107.

SUPPLY—AGRICULTURE.

Arts and Agriculture—division of entomology, \$20,000, 1130.

Burrell, Hon. Martin (Minister of Agriculture)—1130.

This item is new this year because in past years we did the work under next item, 1130. Spoke of the important work we are trying to do in regard to the brown-tail and gypsy moths. Hope during winter, by constant inspection, to make good headway, 1131. These insects do practically all their damage in caterpillar form. This item covers the expense of bulletins dealing with all these things, 1132. It is the duty of individuals and civic authorities to attend to the work, 1133. Found that by a little energy and attention to details, nearly all of these pests could be kept in check, 1134.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1130.

Asks for information in regard to organization of branch, its personnel and work, 1130.

Lemieux, Hon. R. (Rouville)—1133.

Understand that in other provinces the moneys are handed to Minister of Agriculture, whilst in Quebec an exception has been made, 1133.

Oliver, Hon. Frank (Edmonton)—1132.

Would like to know whose fault it was that we had such an almost unbearable condition, in regard to caterpillars, as last year, 1132.

SUPPLY—AGRICULTURE.

Administration and enforcement of the Destructive Insect and Pest Act, \$50,000, 1135.

Beland, Hon. H. S. (Beauce)—1148.

Agriculture is a subject that should be approached without any partisan spirit. Large majority of immigrants brought into this country are producers and farmers, 1148. Would be pleased if minister would make a positive declaration that he is going to grant this much-needed branch station in county of Beauce 1149.

Boulay, H. (Rimouski)—1149.

It is regrettable that public funds appropriated to certain purposes by conservative party at Ottawa, should be put to such vile use by Quebec Liberal Administration, 1150. When we are called upon to assist the settler let us cordially respond to his appeal. That encouragement to agriculture is not lacking merely in Quebec but in New Brunswick also, 1151. This government cannot be held responsible for the high cost of living, 1152.

Buchanan, W. A. (Medicine Hat)—1135.

Asks what success has Mr. Strickland had with cutworm pest, 1135.

SUPPLY—AGRICULTURE—*Con.*

Burrell, Hon. M. (Minister of Agriculture)—1135.

Actual results of work will appear in annual report, 1135. We were anxious to do for New Brunswick what had been done for every other province. Was upon Mr. Gridale's advice that we came to make up our minds about purchasing this property, 1136. Am not in a position to make any definite promises as to any particular section, 1155. Have to take into consideration the expansion, and the expenses are justified by facts, 1162.

Carvell, F. B. (Carleton, N.E.)—1135.

Calls minister's attention to Experimental Farm at Fredericton, 1135. It is a pity and shame that when New Brunswick, was to be provided with a farm that it should be given something worse than useless, 1137. Fail to see how the two of them are to be of any benefit to people of New Brunswick. Am afraid minister has that which is of no practical value whatever, 1138. Question is whether the minister was justified in buying the kind of farm he did, 1140. If evidence is required about land not being fit for an experimental farm it is found in the Auditor General's Report. Feel that the matter has been so bungled by politicians and party exigencies that any real value has been dissipated, 1141.

Clark, A. H. (Essex, South)—1147.

There has been a good deal of complaint and dissatisfaction amongst the tobacco growers. Would strongly urge minister to get at the truth of the matter and see where the trouble lies, 1147.

Foster, A. Dewitt (Kings, N.S.)—1152.

Bring to attention of minister suggestion of appointing on farm a plant pathologist, 1152. Greater part of the increase in Canada has been crowding into the urban centres, 1153.

Givard, G. (Chicoutimi and Saguenay)—1158.

Am glad to be able to congratulate Mr. Burrell. Complaint in certain parts is that the population in country districts is on the decline and is emigrating to the cities, 1158. What will be the use of good roads, if farmers have no produce to draw over them. Farmers generally take an interest in crop-growing, as well as in milk production, 1159. Practically a question of life and death for farming class of Quebec, that they be assured every year fair returns from their seeding, 1160.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1138.

Do not think hon. friend's farming operations have been very extensive, 1138. Think the result will show the wisdom of the choice from every standpoint, 1139.

Lafortune, D. A. (Montcalm)—1156.

Am in a measure interested in agricultural pursuits. Do away with duty on agricul-

SUPPLY—AGRICULTURE—*Con.*

tural implements, and then you may boast of having done something useful, 1156. Government is doing absolutely nothing to further tobacco-growing. Government representing itself as the protector of the farming class, should be in position to accomplish more than formerly, 1157.

Lemieux, Hon. R. (Rouville)—1162.

Quotes a part from extract from minutes of Council of Agriculture's meeting, 1163.

Morphy, H. B. (Perth North)—1154.

Think it is my duty to call minister's attention to a matter, owing to what appears to be a great disparity in expenditure of moneys under this heading, 1154.

Nesbitt, E. W. (Oxford North)—1142.

Looking at number of men employed on farm am afraid farmers of Ontario would not think they derive a benefit equal to the expenditure. Once the farmer commences to keep track of what his various stuff is costing him, he delves into science and becomes a scientific farmer, 1142. Want production on farm much more than we want other kinds of productions, 1143.

Paquet, E. (L'Islet)—1143.

Greatest evil we have to fight against is the abandonment of country life, 1143. In order to bind the country people to their lands, minister has given his first thought to the farmers. By means of expositions, we are in a position to attract capital, 1144. Pay a high tribute to the constant and well-directed efforts of Mr. A. Desjardins towards promoting co-operative associations. If Quebec government gave more encouragement to colonization, the field of agricultural production would be more rapidly extended, 1145. My answer is that this government is helping on agriculture by most practical means, 1146.

Sevigny, A. (Dorchester)—1149.

Would like to have such a station in county of Dorchester, 1149.

Sinclair, J. H. (Guysborough)—1162.

If minister compares the items in estimates with the actual expenditures he will see they differ considerably, 1162.

SUPPLY—AGRICULTURE.

For the development of the dairying and fruit industries, and the improvement in transportation, sale and trade in food and other agricultural products, \$225,000, 1670.

Burrell, Hon. Martin (Minister of Agriculture)—1670.

Refers to some criticisms of the other night. Reads first page of March number of Agricultural Gazette, 1670. Think statement of 'Corrections' will put matter plain before all readers. Have done everything to correct an inadvertent error, 1671. In connection with all our dairy products, we have a system of

SUPPLY—AGRICULTURE—*Con.*

inspection at Montreal. Our inspectors deal with fruit as well, 1672. In 1911 there were six cow testing centres now there are twenty-two, 1673. Object is to have a system that shall be an educative force for packer who wishes to do well, and a deterrent to the dishonest packer, 1675. Have increased our record centres in Quebec, 1677. Our expenses in administering the dairy laws have also been increased, 1679.

Hughes, J. J. (Kings, P.E.I.)—1671.

Did not think minister was to blame, 1671.

Kyte, G. W. (Richmond, N.S.)—1671.

Am bound to say that minister's corrections will never be as wide-spread as misconceptions resulting from first publication, 1671. Refers to a report made by Royal Commission on, 1678.

Marcil, Hon. Charles (Bonaventure)—1676.

Refers to a report made by J. C. Chapais on, 1676-77. Am glad to be able to congratulate Mr. Chapais for the good work he has done, 1677.

Nesbitt, E. W. (Oxford North)—1674.

It would be a good thing if farmers could be induced to find out what his cost of farming was, 1674.

SUPPLY—AGRICULTURE.

Cold storage warehouses, \$200,000, 1680.

Burrell, Hon. Martin (Minister of Agriculture)—1680.

Do not know whether it would be well to discuss it now, because we will take it up on Monday, 1680. Act has been enforced for some years, think it has done good, 1681. Shall be glad to go into cold storage question when Bill comes up, 1684. We would be glad to have all the people at the exhibition see what we can do and the possibilities of our country, 1688.

Carroll, W. F. (Cape Breton)—1680.

Asks if there is going to be legislation for regulation of cold storage plants in Canada, 1680. Think something ought to be done to protect the public in that respect, 1681.

Edwards, J. W. (Frontenac)—1682.

Do not see why we should not help this great dairy industry. Argument might be advanced that if government undertook to build a large cold storage warehouse they would be competing with private firms, 1682.

Lemieux, Hon. R. (Rouville)—1683.

Reads article from Commercial Review, 1683.

Marcil, Hon. Charles (Bonaventure)—1683.

A government controlled storage warehouse in Montreal would have an effect in controlling the rates, 1683.

SUPPLY—AGRICULTURE—*Con.*

Oliver, Hon. Frank (Edmonton)—1687.

Exhibition at San Francisco is being held for purpose of enabling people of United States to increase their trade with countries that exhibit, 1687.

Pelletier, Hon. L. P. (Postmaster General)—1685.

Do not hesitate to take responsibility of having recommended Mr. Lafontaine, 1685.

SUPPLY—AGRICULTURE.

Arts, Agriculture and Statistics—Experimental Farms—Further amount required to defray expenses arising out of losses sustained by fire at the Central Experimental Farm—Governor General's warrant, \$25,000, 2370.

Burrell, Hon. Martin (Minister of Agriculture)—2370.

The loss of main barn at the experimental farm necessitated resort to Governor General's warrant. Funds were exhausted, 2370.

Murphy, Hon. Charles (Russell)—2370.

I asked the Minister to bring down certain reports, 2370.

SUPPLY—AGRICULTURE.

Health of animals, \$500,000, 3173.

Burrell, Hon. Martin (Minister of Agriculture)—3173.

The heaviest expense is for the inspectors, of whom we have about 131, counting the riders in the mange district and including their assistants. We think the best system we can adopt is the system we are carrying out at the present time, 3173. Directly we are informed of an outbreak or discover it in any place, we send an inspector there. The place is immediately quarantined and the hogs are slaughtered, 3174. So far as cleaning up the area infested by that weed is concerned, that is a matter for the local authorities. Anything that we can do to co-operate with them, of course, we shall be glad to do, 3175. I think the department has been exercising a good deal of moderation. It is hard to go further in modifying restrictions, 3176. Under the regulations, the whole herd may be killed and no use permitted of any of the animals destroyed, 3177. We are paying a very heavy compensation there, and hope to get the situation under hand before very long, 3178.

Chisholm, Wm. (Antigonish)—3175.

Does the Minister intend to take steps to eradicate the weed which, as he knows, produces what is known as 'cattle disease' 3175.

Macdonald, E. M. (Pictou)—3175.

It seems to me that some investigation ought to be made with the view to ascertaining whether some cure could not be effected. A careful diagnosis of the symptoms might lead to such a result, 3176.

SUPPLY—AGRICULTURE—*Con.*

Nesbitt, E. W. (Oxford North)—3174.

There was hog cholera last year amongst my hogs although they never saw garbage of any kind, 3174.

Warnock, D. (Macleod)—3176.

May I ask the minister if there is any chance of getting a modification of shipping regulations respecting cattle from points in Alberta to British Columbia? 3176. The point is that these cattle have to be dipped immediately before they are shipped, 3177. Has the minister any information with regard to a serious outbreak of dourine at Raymond, Alberta? 3178.

SUPPLY—AGRICULTURE.

For the development of the live stock industry, \$400,000, 3487.

Burrell, Hon. Martin (Minister of Agriculture)—3493.

What conversation may have taken place between Mr. Grisdale and Mr. Smith I do not know anything about. As to any offer being made to the department, there is no offer at all in the records. In regard to this item, I might state very briefly how it is made up, so that the hon. members of the committee will be informed, 3493-9. The whole matter has been gone into just as fully in the Senate; and as a result of that, a special committee of the Senate has been appointed to thresh the matter out in detail, and witnesses are to be summoned. There has been a very strong request from every one interested in the horse industry to have a system of identification so complete that the horse industry in this country will be thoroughly covered, 3501. The policy has been laid down that Canada is now big enough and important enough from a breeding standpoint to stand on its own feet and to have a national record system of its own, 3502.

Carvell, F. B. (Carleton, N.B.)—3489.

Letter and evidence of C. L. Smith quoted, 3489-90. My own personal knowledge teaches me that the George Upham farm never was mentioned, and never was dreamed of until this matter was brought up and the postmaster saw he was in rather an unpleasant position in Woodstock, and then he writes this letter to the minister, dragging in the George Upham farm in order to account for the \$10,000 rakeoff, 3491. All this talk about including the Upham farm to make up the \$10,000 is a pure fabrication, 3492.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—3487.

Refers to purchase of property in Carleton county for an experimental farm and quotes remarks of Mr. Carvell of February 26. Telegram and letters quoted from Messrs. Smith and Winslow, 3487-9. My hon. friend says there is sworn testimony, but that sworn testimony of

SUPPLY—AGRICULTURE—*Con.*

Mr. Smith was given in connection with another matter altogether when this question was not under consideration, 3491.

Macdonald, E. M. (Pictou)—3498.

In regard to this question of assistance to better stock breeding, I would like to say to the minister that in my province, as in most of the eastern provinces, we have had for a long period of years a system of agricultural societies in which men meet together and, with a good deal of public spirit, devote themselves to the improvement of stock, 3498. Quotations made on the question of horse-breeding, 3499-3500. Not being an expert in this business and not speaking from that standpoint, but having heard Mr. Campbell's story personally, having read his correspondence, knowing that there is no possibility of misrepresentation so far as he is concerned, I think that, if the condition of affairs, as asserted by Mr. Campbell, exists in Canada to-day, it is the duty of the minister to remedy it, 3501.

Marcil, Hon. Charles (Bonaventure)—3487.

Reference made to the horse flesh abattoir of Chambly, 3437.

Smith, William (Ontario South)—3502.

There is this to be said, namely, that the policy of the government is helping the farmers and the breeders of that class of horses, and they are getting a fair price for them, 3502. Reference made to the national records, 3503. Col. Hendry quoted, 3504.

Warnock, David (MacLeod)—3496.

We have had in the past altogether too many low grade stallions in the western provinces, 3496. One of the objections I have to the present policy of the government in purchasing stallions is that it is expensive, and I think that in course of time the government will find itself loaded up with quite a number of sires that are either unproductive, or inferior breeders that will have to be emasculated and sold as work horses at a loss of about \$400 a head, 3497. Resolution of Calgary Horse Breeders Association quoted, 3498.

SUPPLY—AGRICULTURE.

Patent Office—for purchase of equipment and supplies, \$7,000, 5200.

Burrell, Hon. Martin (Minister of Agriculture)—5200.

Explains what vote is to be used for, 5200.

Lemieux, Hon. R. (Rouville)—5200.

Memo. *re* tobacco growing quoted, 5200-01.

SUPPLY—AUDITOR GENERAL.

Salaries and contingencies, \$139,950, 723.

Lancot, R. (Laprairie-Napierville)—723.

Asks what government intends to do about refunding to shareholders of Farmer's Bank their money, 723.

SUPPLY—AUDITOR GENERAL—*Con.*

Perley, Hon. G. H. (Argenteuil)—723.

There is an increase of four clerks in that branch due to increased business. Will see that remarks are brought to minister's attention, 723.

SUPPLY—CONCURRENCE.

Motion:

That the resolutions Nos. 81 to 101 inclusive; 390, 391, 392, 394, 395, 396, 397, 398, 399, 400, 401 and 402, be not now concurred in, but that they be referred back to the committee with instructions to reduce the aggregate of the said resolution by the sum of \$3,000,000.—Mr. Proulx, 5269.

Proulx, E. (Prescott)—5269.

For a peaceful country like Canada, I think it is absurd to spend \$14,000,000 on militia, 5269. Reference made to the dismissal of Healy, 5270.

SUPPLY—CIVIL GOVERNMENT.

High Commissioners office, London, \$45,955, 311.

Borden, Rt. Hon. R. L. (Prime Minister)—311.

Relief as to appointment of High Commissioner found only in the newspapers, 311. No steps taken in regard to securing site in London. Access will be given to any correspondence that has taken place. Some addition will require to be made to the salary, 312. Fullest information as to work of conservation commission placed on Hansard, 313. The saving affected by their work pays all the expenses 100 times over, 314. The question of supply of water for Ottawa referred to, 315.

Graham, Hon. G. P. (Renfrew South)—311.

Can the Prime Minister give any information as to who is to be High Commissioner, 311. Reference made to the work of the Conservation Commission, 314.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—313.

Work done by commission has been extremely useful, 313. No abler man could be found for the work than the chairman. A great work done in the conservation of forrests, 314.

Maclean, A. K. (Halifax)—313.

Is the government satisfied with the rapid increase in the cost of administering the Conservation Commission, 313.

Murphy, Hon. Charles (Russell) 311.

Asks if a change is to be made in location of office in London and if attention has been given to a site, 311. Asks if Conservation Commission is co-operating with Ottawa for a supply of pure water, 314.

Oliver, Hon. Frank (Edmonton)—311.

Asks if the government have decided on any change in salary paid High Commissioner, 312.

SUPPLY—CIVIL GOVERNMENT.

Civil Government—Office of the Conservation Commission, \$35,800, 718.

Borden, Rt. Hon. R. L. (Prime Minister)—718.

Refers to memorandum on Conservation Commission 718. List of staff of commission 719. Seems that commission endeavours to exercise a certain amount of vigilance with regard to matters, 719. Subject is under consideration, 720. Know from reports of Minister of Railways that a good many leases have been surrendered and new leases made 721. Will consult with officers of House, 722.

Graham, Hon. G. P. (Renfrew South)—721.

It is a matter of history that on both these canals there were a number of old leases which are somewhat difficult to deal with, 721.

Lemieux, Hon. R. (Rouville)—720.

We should do for our old fortifications and historic buildings what we have done for the Archives, 720.

McCraney, G. E. (Saskatoon)—720.

There are in this country landmarks and national monument which we wish to preserve, suggest conservation commission be given power to obtain such an order, 720.

Oliver, Hon. Frank (Edmonton)—719.

There is no objection to that so long as work is necessary and is well done, and it does not cover ground occupied by any other department, 719. Would it be possible, to have officers of House take note of business, 721.

SUPPLY—CIVIL GOVERNMENT.

Civil Government—Departments generally—Contingencies—Care and cleaning of departmental buildings, including amount of \$50 each to E. Snowden and W. E. H. Jeffrey for firing noon gun, \$160,000, 722.

Murphy, Hon. Charles (Russell)—722.

Asks for explanation of item, 722.

Perley, Hon. G. H. (Argenteuil)—722.

It is to provide for charwomen and charmen, 722.

SUPPLY—CIVIL GOVERNMENT.

Civil Government—Department of Insurance—Salaries and contingencies, \$43,262.50, 722.

Murphy, Hon. Charles (Russell)—722.

Asks for explanation, 722.

Perley, Hon. G. H. (Argenteuil)—722.

Gives list. Rest of increases are all statutory, 722.

SUPPLY—CIVIL GOVERNMENT.

Additional translator, Debates staff, \$1,800, 5267.

Lemieux, Hon. R. (Rouville)—5267.

Complains that some of the translators are not up to the mark, 5267. Advocates the appointment of Mr. Lasalle as chief translator, 5268.

Speaker, His Honour the—5268.

I believe that Mr. Lasalle is a first-class translator in every respect. I know nothing about his politics or the political views of any other member of the staff, and I never attempt to know. In making appointments I depend on the information I get as to a man's qualifications. My reason for not appointing Mr. Lasalle to this position was because it requires more than a good translator. The chief should also be able to handle a number of men and get the work done, 5268. The Debates Committee referred to, 5269.

SUPPLY—CUSTOMS.

Department of Cutsoms, \$330,987.50, 400.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—401.

Report of commissioner should be laid before the House, 401.

Lemieux, Hon. R. (Rouville)—401.

Blank forms should be printed in both languages, 401.

Reid, Hon. J. D. (Minister of Customs)—400.

No change except two promotions and it will be necessary to take on 32 new employees during next fiscal year, 400.

SUPPLY—CUSTOMS.

Department of Customs, \$330,987.50, 422.

Carroll, W. F. (Cape Breton South)—423.

Reference made to steamship Alert, 423-4. Sub-collector at Whitney Pier is a merchant and importer of goods, 433. Calls minister's attention to return asked for, 437.

Carvell, F. B. (Carleton, N.B.)—436.

The man who gets only a small amount of money should not be denied the right of citizenship, 436.

Kyte, G. W. (Richmond, N.S.)—435.

Asks minister to lay down some rule which will be observed throughout the country, 435.

Lemieux, Hon. R. (Rouville)—427.

Refers to printing of blank forms for Montreal in French, 427.

Maclean, A. K. (Halifax)—434.

Refers to order issued some years ago forbidding customs officials in Nova Scotia becoming candidates in municipal elections, 434.

SUPPLY—CUSTOMS—*Con.*

Macdonald, E. M. (Pictou)—425.

No vessels trading between Newfoundland and Cape Breton and Nova Scotia and those Northern waters at this season of the year, 425. That is where the Minister stands in regard to this question and he cannot get away from it, 426. To talk about smugglers at this season of the year is ridiculous, 428. She did not go up there to prevent smuggling and take those gentlemen along with her incidentally, 429. To make the statement that the Alert would go along the north shore of Cape Breton to look for smugglers at this season of the year is absurd, 428. It was not necessary for the public business for the Alert to go up along that coast, 429.

Murphy, Hon. Charles (Russell)—426.

Description of yacht without a name given committee so that minister may be able to identify her, 427.

Oliver, Hon. Frank (Edmonton)—423.

It would be better if it were definitely arranged that we employ permanent clerks only 423.

Pelletier, Hon. L. P. (Postmaster General)—432.

Refers to campaign in Chateauguay and naval question, 432. I told the people what the Bill presented to Parliament last session was, 433.

Reid, Hon. J. D. (Minister of Customs)—422.

Gives explanation of item, 422. The entries have to be checked in case of mistakes made by the appraisers or collectors in rates of duty, 423. The Alert is employed to prevent smuggling along the coast, 424. I cannot believe that they would put liquors on board to take down the coast, 425. Customs Department have nothing to do with shipyard at Prescott, 426. The exporter in a foreign country make out his own invoices and we accept them if they are in this form, 427. I will have an investigation made and I shall not permit one of the steamers of the Department to be engaged in any such work, 430. Reference made to officials acting as municipal officers, 431. Against rules of the Department for any one occupying any such position to act as collector of Customs, 433. Every customs official should cease to take part in municipal or any other elections, 436. Glad to get information. It is all news to me, 427. I will get a report and have an investigation made, 430. Government employees and municipal election, 431. He must either give up his business or the position, 433.

Robb, J. A. (Huntingdon)—432.

Calls attention to a case of political partisanship and asks if the Minister will investigate the case, 432. The government has no reason to be proud of that record, 432.

Turgeon, O. (Gloucester)—430.

Reference made to dismissal of sub-collector at Lameque, 430.

SUPPLY—CUSTOMS.

Salaries and contingent expenses of the several ports in the Dominion, including pay for over-time officers, notwithstanding anything in the Civil Service Act, \$3,590,000, 437.

Reid, Hon. J. D. (Minister of Customs)—437.
Item explained, 437.

SUPPLY—CUSTOMS.

Salaries and contingent expenses of the several ports in the Dominion, including pay for overtime of officers, notwithstanding anything in the Civil Service Act, \$3,590,000, 963.

Boulay, H. (Rimouski)—969.

Cites case of man pensioned by the late government at 46 and one put in his place aged 61, 969.

Kyte, G. W. (Richmond, N.S.)—966.

Calls Minister's attention to a dismissal in the county of Richmond, 963-4. Letters quoted *re* dismissal, 966.

Maclean, A. K. (Halifax)—965.

I think the member for Richmond is entitled to a better answer than he has received, 960. In a great many of the smaller ports appointments have been made which are purely political, 968.

Reid, Hon. J. D. (Minister of Customs)—963.

Increase over last year explained, 963. This vote is for the outside service. Total number of new men is, 768. Each year the work of the Department is increasing, 967.

Rhodes, E. N. (Cumberland)—969.

Cites case of man who received pay when he should not and he was a liberal, 969.

SUPPLY—CUSTOMS.

Salaries and travelling expenses of inspectors of ports and of other officers on inspection and preventive service, including salaries and expenses in connection with the Board of Customs, \$335,000, 997.

Kyte, G. W. (Richmond, N.S.)—1009.

We do not object to investigations into complaints against officials but we do object to the farcical character of those investigations, 1009. Dismissals generally in Nova Scotia referred to, 1010.

Macdonald, E. M. (Pictou)—1005.

Refers to letter read by Minister of Marine and Fisheries published in Record by Mr. Duchemin, 1005-07.

McCraney, G. E. (Saskatoon)—997.

Reference made to dismissals in Saskatchewan, 997-1000.

Neely, D. B. (Humboldt)—1003.

Refers to dismissal in Saskatchewan of customs collector, 1003.

SUPPLY—CUSTOMS—*Con.*

Reid, Hon. J. D. (Minister of Customs)—999.

I do not think there should be so much complaint about dismissals in the West, 999.

Rhodes, E. N. (Cumberland)—1007.

The whole effect of the case was that perjury had been committed which meant that the oath had been properly administered, 1007. Refers to dismissals made by late government, 1008. Why do not hon. gentlemen take their medicine. In view of the record of the Liberal party I am surprised at the audacity of the opposition coming back at this question of dismissals. Men are getting an opportunity to be heard, and that never took place in 1896, 1009.

Wilcox, O. J. (Essex North)—1002.

Cités a parallel case which occurred at Windsor, 1002.

SUPPLY—FINANCE.

Salaries and contingencies under the Cullers' Act, \$11,000, 690.

Boulay, H. (Rimouski)—890.

Asks is it a regular board of cullers, 890.

Foster, Hon. G. E. (Minister of Trade and Commerce)—890.

Yes, the board works under Quebec Board of Trade, 890.

—SUPPLY—FINANCE.

Department of Finance—Contingencies, \$23,000, 722.

Murphy, Hon. Charles (Russell)—722.

What is reason for increase? 722.

Perley, Hon. G. H. (Argenteuil)—722.

It is to cover additional travelling expenses for inspecting outside offices, 722.

SUPPLY—FINANCE.

Civil Government—Department of Finance and Treasury Board, \$117,875, 722.

Perley, Hon. G. H. (Argenteuil)—722.

No alteration in number of employees, 722.

SUPPLY—FINANCE.

Canada's proportion of expenditure in connection with International Customs Tariffs Bureau, \$662,881.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—881.

This is an international arrangement into which almost all countries of world have entered, 881.

SUPPLY—FINANCE.

To provide for the expenses of commission to prepare plans relating to the cities of Ottawa and Hull, \$8,000, 2373.

SUPPLY—FINANCE—*Con.*

Devlin, E. B. (Wright)—2373.

Asks for information. Will either cities be asked to contribute any more than they have already contributed? 2373.

Murphy, Hon. Charles (Russell)—2373.

Does commission's work cease when plans are completed? 2373.

White, Hon. W. T. (Minister of Finance)—2373.

Commission now engaged in work of town planning. This vote is for expenditure up to 31st March, 2373.

SUPPLY—FINANCE.

To provide for cost of liquidation and inquiry into the affairs of the Union Life Insurance Company, \$20,000, 2374.

German, W. M. (Welland)—2374.

This is a large sum with so varying unsatisfactory results, 2374.

White, Hon. W. T. (Minister of Finance)—2374.

The Dominion government have had nothing whatever to do with the prosecution of the parties in question, 2374.

SUPPLY—FINANCE.

To provide for the expenses of commission to prepare plans relating to the cities of Ottawa and Hull, \$55,000, 5196.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5197.

I am not sure that the plan proposed by my hon. friend is the best one possible, but I do not propose to offer any objection except in one respect, 5197.

White, Hon. W. T. (Minister of Finance)—5196.

Statement with regard to composition of commission and what vote is required for, 5196-8. Report of Mayor of Ottawa quoted, 5199.

SUPPLY—FINANCE.

Charges of management, \$498,450, 5199.

Lemieux, Hon. R. (Rouville)—5199.

There is a general outcry amongst the plain people of this country against the low rate of interest the government pays its depositors, 5199.

White, Hon. W. T. (Minister of Finance)—5199.

The raising the interest rate on savings deposits in the post office, and in the chartered banks of the Dominion, would be followed by an increase in the discount rate, 5199. For the present, at all events, I see no prospect of increasing the interest rate on deposits in the post office savings banks, 5200.

SUPPLY—INLAND REVENUE.

Excise—Salaries of officers and inspectors of excise, and to provide for increase depending on the result of excise examinations, \$565,278.75, 1370.

SUPPLY—INLAND REVENUE—*Con.*

Beland, Hon. H. S. (Beauce)—1377.

Public opinion will never be satisfied. Refers to Mr. Déland's dismissal, 1377.

Boivin, G. H. (Shefford)—1371.

Refers to Mr. Murray now at Prescott and asks for other information, 1371. Information in return brought down is a contradiction of minister's information, 1375. Refers to return showing large number of employees dismissed for political partisanship, 1385. Refers to dismissals, 1386.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—1372.

Want to know upon what basis minister arrives at these figures, 1372. If number of candidates failed exceeds those who have passed, are unsuccessful ones allowed to try again? 1373.

Carvell, F. B. (Carleton, N.B.)—1388.

Refers to dismissals list mentioned. Gives minister some information, 1388. Ought to have this return made complete,

Demers, M. J. (St. Johns and Iberville)—1376.

Refers to Mr. Déland and says he never meddled with politics, 1376.

Knowles, W. E. (Moosajaw)—1378.

This is the most ridiculous and preposterous thing ever listened to, 1379.

Kyte, G. W. (Richmond, N.S.)—1376.

Have reason to suspect that information brought down is absolutely unreliable in regard to Post Office Department, 1376.

Lafortune, D. A. (Montcalm)—1394.

Government should take necessary steps to have law amended so as to secure fairer rate of remuneration to poor civil servants, 1394. No one should be dismissed before a thorough inquiry has been made, 1395.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1370.

Treasury Board expressed view that the principle of competitive examination should apply to outside service as well as inside, 1370.

McCoig, A. B. (Kent West)—1374.

If minister would consider having an increased duty upon foreign tobacco, so that industry established in Canada would have further protection, 1374.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1370.

Item covers salaries of all excise employees, including different classes of inspectors and collectors, 1370. Prefer to have more rather than less and we do not feel compelled to expend whole amount, 1372. Inspectors are appointed according to principle of promotion, 1373. Mr. Déland was removed for political partisanship, 1376. Gives list of distilleries 1379-80. Gives list of tobacco manu-

SUPPLY—INLAND REVENUE—*Con.*

facturers, 1380. All permanent officers in department pass the regular Civil Service examination, 1384. All of these persons were dismissed for a cause, 1387. Reads correspondence on, 1391-92. Those are the affidavits on which Mr. Préfontaine was dismissed, 1392.

Pacaud, L. T. (Megantic)—1390.

Correspondence on, 1390. Dismissal of Mr. Préfontaine was very unjust, 1391.

Sevigny, A. (Dorchester)—1378.

Approve of decision rendered by minister, 1378.

Tobin, E. W. (Richmond and Wolfe)—1389.

Refers to Mr. Desmarais, unjust dismissal and correspondence, 1389. Return says he resigned, 1390.

Verville, A. (Maisonneuve)—1381.

Refers to Mr. George Warren. Have no right to speculate on salaries, 1381. Was not specially concerned with Mr. Warren's case. Have always been in favour of increase in smaller salaries, 1382. Hope if minister is in a position to increase salaries that he will give increases to small salaried men, 1383.

SUPPLY—INLAND REVENUE.

Salaries of officers and inspectors of excise, and to provide for increase depending on the result of excise examinations, \$565,278.75, 1400.

Boivin, G. H. (Shefford)—1405.

Dismissals referred to, 1405. Has the minister considered increasing their regular pay instead of paying these extra amounts every year as extra duty pay, 1413.

Borden, Rt. Hon. R. L. (Prime Minister)—1410.

Mr. Vincent was appointed Assistant Deputy Minister just as Mr. Gerald Brown and others were appointed assistant deputy ministers without examination under the late administration, 1410. Upon grounds which were held to be satisfactory by the Civil Service Commission, 1411.

Carvell, F. B. (Carleton, N.B.)—1411.

I do not think the Prime Minister is helping the case of the Minister of Inland Revenue, 1411. The department should double or quadruple the number of examinations they are now making of food, 1413.

Gawvreau, C. A. (Temiscouata)—1402.

Refers to dismissals, 1402-3.

Kyte, G. W. (Richmond, N.S.)—1410.

What was the technical knowledge which Mr. Vincent possessed that justified the minister in making the appointment, 1410.

Macdonald, E. M. (Pictou)—1408.

The minister should be frank. I am discussing this matter very frankly with him, 1408.

SUPPLY—INLAND REVENUE—*Con.*

McKenzie, D. D. (Cape Breton North and Victoria)—1413.

Advocates the increase of the salary of the chief excise officer at Sydney, 1413.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1405.

The whole number of officials removed from my department since October 19, 1911, is 102. Mr. Vincent would not have been appointed to such a position except on the certificate of the Civil Service Commission, 1411. All of these excise men are called upon to work longer hours. We have now only one office in Ottawa under the control of Dr. McGill, 1413. I consider that the officers of the department are underpaid. But as the law is now I am bound by the regulations, 1414.

SUPPLY—INLAND REVENUE.

Travelling expenses, rent, fuel, stationery, etc., \$120,000, 1417.

Carroll, W. F. (Cape Breton South)—1417.

Would it not be cheaper to have these officers stationed in the respective districts? 1417.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1417.

This includes the expenses of all inspectors or other officers who are obliged to make inspections, 1417.

SUPPLY—INLAND REVENUE.

Salaries of officers, inspectors and assistant inspectors of weights and measures, \$101,000, 1419.

Carroll, W. F. (Cape Breton South)—1421.

This regulation will place a hardship on the housewife who requires a small scale for her own use, 1422.

Maclean, A. K. (Halifax)—1420.

I do not believe that the people are interested in that direction whatever, 1420. There surely must be some better explanation of the regulation than the minister has given, 1421.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1419.

Explains object of vote, 1419. The law provides that every scale shall be inspected, 1421. These cheap spring scales are considered to be inaccurate, 1422.

Pelletier, Hon. L. P. (Postmaster General)—1422.

Scales from United States referred to as being very poor, 1422.

Sinclair, J. H. (Guysborough)—1421.

Has any change been made in the regulation? 1421.

SUPPLY—INLAND REVENUE.

Salaries of gas and electricity inspectors, \$73,950, 1423.

SUPPLY—INLAND REVENUE—*Con.*

Boulay, H. (Rimouski)—1426.

Refers to dismissal of Bujeaud, 1426.

Macdonald, E. M. (Pictou)—1423.

If there is to be any value in these reports they should be written on form sent out by the department, 1423.

Marcil, Hon. Charles (Bonaventure)—1424.

Asks the minister who his employees are in Bonaventure. Affidavits of dismissed officers quoted, 1424-5. In the case of Caldwell an injustice has been done, 1425. Under all the circumstances Mr. Dagneau has had a fair share of the patronage and has been well paid by the Conservative party, 1426.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1423.

These reports are not as perfect as they might be, 1423.

SUPPLY—INLAND REVENUE.

Excise—rental, fuel, travelling expenses, \$55,000, 1426.

Carvell, F. B. (Carleton, N.B.)—1427.

Have made a profit of \$32,000 on this transaction, which is a hundred per cent, 1427.

Kyte, G. W. (Richmond, N.S.)—1428.

Submit that there is no legal authority for appointment of Mr. Vincent in this position, 1428. Have to-night uncovered what I regard as the greatest scandal in the matter of appointment to public office, 1429. First thing was to get a report from the deputy minister, 1431.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1427.

Quotes certificate of Civil Service Commissioners on, 1427-28.

Pelletier, Hon. L. P. (Postmaster General)—1429.

This appointment has been made in accordance with the statute, 1429. Mr. Shortt does what he considers to be his duty, 1430. Appointment has been made on recommendation of Civil Service Commission, 1431. If we have had these difficulties, it is probably because we have not appointed that third member of commission, 1432.

SUPPLY—INTERIOR.

Salaries and contingencies, \$1,258,255, 338.

Roche, Hon. W. J. (Minister of the Interior)—338.

Explains item to the committee, 338.

SUPPLY—INTERIOR.

Department of Indian Affairs, \$147,487.50, 422.

SUPPLY—INTERIOR—*Con.*

Lemieux, Hon. R. (Rouville)—422.

Makes a plea for increase in the grant to the hospital at Caughnawaga, 422.

Roche, Hon. W. J. (Minister of the Interior)—422.

Will make inquiries and see if it is possible to increase the grant, 422.

SUPPLY—INTERIOR.

Immigration—Salaries of agents and employees in Canada, Great Britain and foreign countries, \$600,000, 1611.

Beland, Hon. H. S. (Beauce)—1616.

A system of medical inspection in foreign countries, of immigrants destined for Canada, would be of great benefit, 1617. Good many of those inspectors cannot speak the French language, 1624.

Bickerdike, R. (Montreal, St. Lawrence)—1638.

My opinion is that our immigration policy is all wrong, 1638. People will not stand for these poor people being robbed as they are in this matter, 1639.

Boulay, H. (Rimouski)—1620.

This question of immigration is of vital importance from the standpoint of our country's future. Resolution passed by the Montreal Chamber of Commerce *re* immigration quoted, 1620. The primary cause is the large number of undesirable who come in every year. Agents in the United States are not doing the work they were appointed to do, a newspaper cited in support of contention, 1621. For that state of things this government should not be held responsible we found things in that very situation when we came into power. I once put to one of them the following question: What government are you working for—the United States or Canadian? He was unable to answer that simple question, a proof that he was utterly ignorant of the French language, 1622. The case of Miss Boucher referred to, 1623.

Burnham, J. H. (Peterborough West)—1618.

I would like to call the minister's attention to the fact that an anomaly exists in connection with the duties of some of the immigration agents who are paid so much per head for distributing the immigrants who are brought into the country, 1618. It frequently happens that in different centres of the country there are more men than are necessary for the work, and still they keep coming in, 1619.

Cockshutt, W. F. (Brantford)—1624.

Have in Brantford an association formed for the reunion of families, particularly British, 1624.

Glass, S. F. (Middlesex East)—1636.

Question under discussion is of great interest to country and of peculiar interest to my district, 1636. Have no doubt that it is impossible to prevent some undesirables from coming in. If they are

SUPPLY—INTERIOR—*Con.*

good men, it matters not where they come from, if they make good Canadians, 1637. Hope my scattered remarks, may result in something being done in the future, 1638.

Lemieux, Hon. R. (Rouville)—1630.

Wish to refer to the immigration from France and Belgium. There has even been a campaign waged against Canada on part of some of public men of France, 1630. It is possible to secure from provinces of northern France quite a good sprinkling of peasants. Policy of Canada should be to promote immigration, 1631. Belgians are known as the best gardeners in Europe, 1632. Tariff is not solely responsible for the high cost of living, 1633.

Michaud, P. (Victoria, N.B.)—1619.

Calls attention to the immigration office at Edmundston and asks that the payment of rent be stopped, 1619-20.

Oliver, Hon. Frank (Edmonton)—1613.

The results of the immigration efforts of the present government has not been as fortunate as those of their predecessors. Comparing immigration with the occupation of new land the condition is startlingly unsatisfactory. Labour Gazette of January 1914 quoted. I find that we have brought 100,000 more people into the country than we did two years ago, and that 10,000 less people have gone onto the land than two years ago, 1613. It is the responsibility of government to protect the very life of this country by keeping out undesirable people, 1614. Unless we are to have the right kind of people in Canada, we do not want immigrants at all. In two years the increase from continental Europe was greater than the united increase from the United States and Great Britain, 1615. It appears to me that the department has been following a policy of numbers rather than of quality in their immigration propaganda both in the British Islands and on the continent of Europe. In the interest of Canada I would urge very strongly that they change not the law, but their policy under the law, 1616. Figures quoted as to number of people leaving Canada for United States and leaving United States for Canada, 1616. Agree to wishing that it were possible to mitigate the horrors of deportation, 1640. It is a matter to be considered whether we should revise our whole attitude and view, 1641. It is a fact that the immigration of certain classes of people from Northern Europe would be a means of strengthening and improving our nationality, 1642. Refers to three dismissals of Immigration Department in Edmonton, 1644.

Paquet, E. (L'Islet)—1639.

Agree that medical inspection of immigrants should be performed at sailing port, 1639. Must find out whether we have jurisdiction in foreign lands, from reading, think we have none, 1640.

SUPPLY—INTERIOR—*Con.*

Roche, Hon. W. J. (Minister of the Interior)—1612.

During the past year our immigration has increased in the neighbourhood of 50,000. Our agents have reported that while our immigration from the United States has to some extent fallen off, the immigrants we are now receiving are superior to those we received in past years. I do not know that it will be the part of wisdom to have a large increase in the number of immigrants going into the northern country, or away up in the Peace River country, prior to transportation facilities being provided, 1612. This girl was an undesirable born in the United States and being a United States citizen, she had to conform with our immigration laws, 1623. Great many American immigrants of last year brought more cash than those coming in previous years. Memorandum on this subject on, 1625-26. Am sure we are all desirous of seeing the standard of our citizenship maintained, 1626. Have taken every precaution to discourage immigrants coming to Canada. On the boundary our examination is much the same as United States, 1627. With more immigrants coming to the country, necessarily there will be more deportations. We are not turning our agents into employment bureaus, 1628. Most of those boundary inspectors understand French and speak it, 1629. Do not wish to encourage immigrants to make their homes in cities, 1634.

Verville, A. (Maisonneuve)—1617.

The steamship companies are inducing men to come here by promising them all kinds of good things. Circular as to why there are so many unemployed quoted, 1617-18. If the company that issued this circular say that we are in need of skilled mechanics they are the worst liars I ever met in my life, 1618.

Wilson, C. A. (Laval)—1633.

Have some very good immigrants coming from Italy. Would suggest that it would be wise to establish an office in Italy to assist desirable immigrants, 1633. For a small sum of money, we could maintain agents who would render us a great service, 1634.

SUPPLY—INTERIOR.

Government of the Yukon Territory—Salaries and expenses connected with the administration of the territory, \$128,000, 1833.

Graham, Hon. G. P. (Renfrew South)—1834.

Asks minister to give names of officials and salaries and a brief synopsis of what the local council does, 1834.

Roche, Hon. W. J. (Minister of the Interior)—1835.

Gives list of persons occupying various government positions in Yukon territory, 1835.

SUPPLY—INTERIOR—*Con.*

Thompson, A. (Yukon)—1833.

Have a complete system of government in Yukon, 1833. Provisions of parcel post have been extended to the territory, 1834.

SUPPLY—INTERIOR.

Dominion Lands and Parks—Salaries of the outside service, \$465,000, 1836.

Douglas, J. M. (Strathcona)—1836.

Refers to a homestead inspector appointed by late administration who took part in the provincial contest, 1836.

Graham, Hon. G. P. (Renfrew South)—1838.

This is a somewhat serious case, 1838.

Knowles, W. E. (Moosejaw)—1841.

If I were Minister of Interior I would send a note to Minister of Marine to be quiet about politics in New Brunswick, 1841. Refers to the conduct of homestead inspector Mr. Beaubien in Moosejaw, and refers to a telegram on, 1842-43. Beaubien had had the place for six years and has never done a week's residence on it, 1844. If minister has not officials whom he can trust to do things right, he ought to do them himself, 1845. Am glad to say that homesteaders were too independent to be influenced by these men, 1846. Charge I make is that inspectors instead of attending to their work during 1912, were committing acts of political partisanship, 1851.

Meighen, Hon. Arthur (Portage la Prairie)—1863.

Affidavits turn out to have been false. No man would dispute correctness of Glen Campbell's statement, 1863. Provincial government alone have the administration of Criminal Code, 1865.

Neely, D. B. (Humboldt)—1851.

Refers to some returns in connection with T. J. Oliver and W. S. McKechnie, 1852. Asks for information about charge laid against Campbell, 1853. Have the affidavit of Poitras and have the denial of Campbell, 1854. The case of Mr. Shields show the judges dealt fairly at any rate, 1855. Actual fact is that outside service has been very largely increased, 1856. Minister knows what Smyth was doing in that election or if he does not he ought to, 1861. Refers to letter on, 1862.

Oliver, Hon. Frank (Edmonton)—1865.

Solicitor General did not take his point of order well, 1865. You cannot have proper encouragement to settlement under those circumstances, 1866. Such a condition never existed in Canada before, 1867. Have never questioned action of government with regard to entry for land, 1869.

Roche, Hon. W. J. (Minister of the Interior)—1836.

Above sum is required to pay salaries of agents and clerks and also sub-agents, 1836. Refers to a memorandum on, 1843-

SUPPLY—INTERIOR—*Con.*

44. Refers to a letter on, 1857-58. Refers to affidavits on, 1858-59. Letter on, 1859-60. There are a number of applications for the opening of new sub-land agencies and the reopening of some that have been closed, 1870.

Rogers, Hon. Robert (Minister of Public Works)—1846.

Scott government is not a representative government under British law or British institutions, 1846. Refers to what happened to Mr. Shields, also a memorandum, 1847-48. Correspondence, 1848. Liberals were unable to offer and did not offer any evidence. Reads Mr. Smith's declaration, 1849-50.

Thomson, Levi (Qu'Appelle)—1839.

Think we have a right to some statement of policy from the minister, 1839.

White, W. H. (Victoria, Alta.)—1837.

Refers to Ambrose Grey who was reappointed, 1837. Have been getting a great deal of correspondence on this subject, 1838.

SUPPLY—INTERIOR.

Indians—Relief, medical attendance and medicines, Quebec, \$10,200, 2471.

Beland, Hon. H. S. (Beauce)—2471.

Asks if there are special physicians to attend Indians, 2471.

Marcil, Hon. Charles (Bonaventure)—2471.

Calls attention to dismissal of Dr. Pinault, 2471-2.

Roche, Hon. W. J. (Minister of the Interior)—2471.

Gives list of physicians, 2471. I have not had any personal complaint in regard to medical attendance there, 2472.

SUPPLY—INTERIOR.

Indians—Ontario and Quebec—General legal expenses, \$5,500, 2472.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2472.

Asks situation of lawsuit between the Oka Indians and the Seminary, 2472.

Lemieux, Hon. R. (Rouville)—2473.

If the department decides to transfer a part of the reserve the minister will, of course, get the consent of the tribe, 2473.

Marcil, Hon. Charles (Bonaventure)—2472.

Asks amount of money paid to lawyers last year and refers to Restigouche reserve, 2472.

Roche, Hon. W. J. (Minister of the Interior)—2472.

The case was carried to the Privy Council, and judgment given for the Seminary and against the Indians. List of lawyers to whom money was paid given, 2472. The department have no authority to take away any property of the Indians without their consent, 2473.

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SUPPLY—INTERIOR.

Indians, Ontario and Quebec—Repairs to roads and drainage, \$2,600, 2473.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2473.

There are some reserves in the province of Quebec in which it is a constant complaint that the roads passing through the reserve are not kept in repair, 2473.

Lemieux, Hon. R. (Rouville)—2473.

I wish to thank the minister for what he did towards maintaining the little hospital down there, 2473.

Marcil, Hon. Charles (Bonaventure)—2473.

The presence of that saw-mill on the Restigouche reserve has been a constant source of trouble between the proprietor of the mill and the Indians, 2473.

SUPPLY—INTERIOR.

Dominion Lands and Parks—Contingencies, advertising, etc., \$300,000, 4151.

Roche, Hon. W. J. (Minister of the Interior)—4151.

There is an increase here of \$20,000, 4151.

SUPPLY—INTERIOR.

Protection of timber in Manitoba, Saskatchewan, Alberta and Northwest Territories and the railway belt in British Columbia, tree culture in Manitoba, Saskatchewan, Alberta and inspection and management of forest reserves, \$660,000, 4151.

Oliver, Hon. Frank (Edmonton)—4151.

Thinks department has been too comprehensive in its setting apart of forest reserves, 4151.

Roche, Hon. W. J. (Minister of the Interior)—4151.

Explains increase in vote asked, 4151. I quite agree that if lands are suitable for agricultural purposes they should be kept outside the reserve, 4152.

Warnock, David (Macleod)—4152.

It is rather a hardship to find the owners of stock guilty of trespass if they allow stock within the boundaries of forest reserve especially when the stock have been entering these reserves for years past and the reserves are not fenced, 4153.

SUPPLY—INTERIOR.

Canadian National Parks, \$584,630, 4154.

Oliver, Hon. Frank (Edmonton)—4154.

Asks how far the government are prepared to admit responsibility for the results of government in the parks, 4154.

Roche, Hon. W. J. (Minister of the Interior)—4154.

My information is that there was no liability until negligence or carelessness on the part of the government had been established, and these facts were not established by an investigation, 4154.

SUPPLY—INTERIOR—*Con.*

Sharpe, S. (Ontario North)—4154.

The government having taken upon itself the responsibility of a municipality I want to know if they are willing to assume the liabilities as well? 4154.

SUPPLY—INTERIOR.

Immigration—contingencies in Canada, British and foreign agencies and general immigration expenses, \$1,450,000, 4155.

Edwards, W. J. (Frontenac)—4158.

Thinks that the eight-hour day policy is calculated to drive the men off the farm and into the cities, 4159.

Lemieux, Hon. R. (Rouville)—4156.

It seems to me that, although the action taken by my hon. friend the Minister of the Interior is very wise, it should be more drastic. We have certainly passed through a very serious crisis, unknown before in the annals of this country, 4156.

Martin, Mederic (Ste. Marys)—4156.

Refers to the unemployed in Montreal and blames the government for the condition of affairs, 4156-7.

Oliver, Hon. Frank (Edmonton)—4155.

Thinks government should take drastic action, until conditions change, to prevent further increase of people looking for work in Canada, 4155. There is an acute condition which requires drastic measures to meet it, 4157-8. The condition to-day is similar to that in 1907 when the government of that day adopted radical restrictions against the coming to Canada of too many of these people, 4159.

Roche, Hon. W. J. (Minister of the Interior)—4155.

Quotes advertisement inserted in old country papers, 4155. The immigration returns do not bear out what the hon. gentleman has said about the tendency of immigrants coming in in large numbers yet not going on the land in the same proportion as formerly, 4158.

Sharpe, S. (Ontario North).

If there is anybody who is more responsible than others for the large number of unemployed in Montreal it is the hon. gentleman himself with his indiscreet advertisement offering the unemployed more than the market rate of wages, 4157.

SUPPLY—INTERIOR.

Immigration—Amount required for seed grain to settlers on unpatented lands in the provinces of Manitoba, Saskatchewan and Alberta, \$35,000, 5210.

Chisholm, Wm. (Antigonish)—5210.

Asks what action the government is taking with respect to the establishment of an immigration agency at Antigonish, 5210-5211.

SUPPLY—INTERIOR—*Con.*

Oliver, Hon. Frank (Edmonton)—5211.

On account of the serious state of labour conditions he thinks it would be wise in the government to enforce an effective embargo on labour immigration, 5212.

Roche, Hon. W. J. (Minister of the Interior)—5210.

Our immigration agents have been made acquainted with the condition of affairs in this country; they have received their instructions, and I think they are carrying them out to the letter, 5212.

SUPPLY—JUSTICE.

Living allowance for judge of Atlin district, British Columbia, \$1,200, 1925.

Boulay, H. (Rimouski)—1938.

When a man is appointed judge, he has in most cases reached an age when his children are brought up for the most part, so he has only his wife and himself to look after. I condemn any proposal for an increase, 1939.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—1932.

I submit to the Minister that there is no reason why a judge in Three Rivers should not get a salary of \$5,000. The work is far more difficult than that of the city of Montreal, 1932-3.

Burnham, J. H. (Peterborough West)—1937.

Advocates the abolition of the courts of appeal, 1937-8.

Carroll, W. F. (Cape Breton South)—1944.

The Chief Justice of the Supreme Court of Nova Scotia receives only \$7,000, while the chief justice of Ontario and Quebec receive \$8,000. I am glad that the minister has that matter under consideration, 1944.

Chisholm, Wm. (Antigonish)—1930.

The judges of Ontario have not as much work to perform as the county court judges in Nova Scotia, 1930.

Devlin, E. B. (Wright)—1925.

I would like to ask if it is the Minister's intention to increase the salaries of the judges of Quebec this year, 1925. I wish to place myself on record as strongly in favor of the increase, 1930.

Doherty, Hon. C. J. (Minister of Justice)—1925.

This allowance has been made for a great number of years, 1925. With a great deal that has been said I may say that I am in very hearty sympathy. I am free to confess after listening to the discussion of this afternoon that I have pretty nearly come to the conclusion that it costs more to live anywhere than it does to live anywhere else. That seems to be the situation, as I gathered it from the different opinions expressed this afternoon, 1941. I am not at the moment prepared to make an announcement. I may

SUPPLY—JUSTICE—*Con.*

permit myself to say this much, in regard to certain provinces, that they could give us very great assistance in the direction of providing more adequate salaries for the judges generally if they would give some thought, and above all take some action, in the direction of reducing the number of judges, 1942.

Emmerson, Hon. H. R. (Westmorland)—1929.

Thinks the divorce court judge of New Brunswick is entitled to the same salary as Admiralty court judge, 1930. If the number of judges in the other provinces is at all in proportion to the number that exists to-day in New Brunswick, I am satisfied that we should call a halt before increasing the larger salaries, 1943.

Fowler, G. W. (Kings and Albert)—1928.

Thinks Mr. Lemieux's voice would have been much more effective if he had raised it when he was a powerful member of the government. Suggests to minister that the salary of the divorce court judge be increased and also the county court judges of New Brunswick, 1928.

Kyte, G. W. (Richmond, N.S.)—1929.

Regrets that minister has not yet fully considered his policy with regard to salary increases for judges throughout the Dominion. The matter of the readjustment of the salaries of the county court judges is one that should properly receive careful consideration, 1929. I do not think it was contemplated or ever understood that a judge should not be paid his reasonable travelling allowance whenever and wherever he might have to go in order to discharge his functions as a county court judge, 1932.

Lamarque, P. E. (Nicolet)—1936.

Asks the minister to seriously consider the petitions and endorses remarks of previous speakers in regard to increases for judges, 1936.

Laucot, Roch (Laprairie and Napierville)—1936.

I am wholly opposed to any increase of salary for the judges, because they are already getting too much for the work performed in the country's behalf. Refers to the retired judges and the large amount they receive, 1936. I speak for the farming community, and they are unaware of all that is going on. Our Montreal judges often suffer from slight headaches and travel for the benefit of their health. Should a judge be called upon to act as chairman of a commission of inquiry he draws \$50 per day besides his salary as a judge, 1937.

Lapointe, L. A. (St. James)—1940.

The salaries of civic officials of Montreal compared with salaries of circuit court judges, 1940.

Lemieux, Hon. R. (Rouville)—1925.

Summarizes the case of the judges of the circuit court of Montreal in regard to sal-

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SUPPLY—JUSTICE—*Con.*

ary, 1925-6. Extract from Gazette quoted. It was supposed when they accepted positions as judges of the circuit court, that the day might come when they would get a decent allowance, 1927. If you do not give our judges a fair salary you cannot expect the ablest men to administer justice, 1928. Petition of judges of Superior Court for the district of Quebec quoted, 1933-4. Statement of Justice Archibald to Justice Tellier and another memo. prepared by one of the judges quoted, 1934-5. The time has come when we ought to give the judges of our courts an adequate salary, 1935.

McKenzie, D. D. (Cape Breton North and Victoria)—1931.

Makes strong plea for travelling expenses of judges in Nova Scotia. I cannot understand why the chief justices of the different provinces should not be on precisely the same footing in the matter of salary, 1931. Refers to trial of municipal election petitions in Nova Scotia and hardship of judge having to pay his travelling expenses, 1944.

Proulx, E. (Prescott)—1939.

We could dispense with at least a dozen county court judges in Ontario, 1939. I think that if the salaries of county court judges are increased these fees should be done away with; we should not be called upon to pay fees whenever we want work done by the judges under various Acts. They receive fees for acting as Surrogate Court judges, which in certain districts amount to large sums, 1945.

Wilson, C. A. (Laval)—1939.

On my responsibility as a member I have no hesitation in stating that the salary of the circuit court judges is ridiculously inadequate, considering the cost of living in Montreal to-day and the standard, however humble it may be, they are expected to live up to. Considering the duties which devolve upon them, the meagre allowance granted does not enable them to do things properly, 1940.

SUPPLY—JUSTICE.

Supreme Court of Canada, \$15,500, 1945.

Doherty, Hon. C. J. (Minister of Justice)—1945.

It was not intended that Mr. O'Brien should be appointed parliamentary counsel; it was intended that Mr. Gisborne should be appointed parliamentary counsel, 1946. Explains why and for what purpose Mr. O'Brien was taken into Justice Department and afterward superannuated, 1948-9. I think the hon. gentleman's anxiety has not very much to base itself upon; at all events I shall be very happy to set his mind at rest so far as I can do so by saying that I have not suggested and do not contemplate suggesting any very revolutionary changes with regard to the appeal as it exists at present to the Privy Council. I take it that no suggestion of any change is made so far as

SUPPLY—JUSTICE—*Con.*

our appeals are concerned, save that possibly the Judicial Committee might come to this country to sit, and that last suggestion, at all events, is worthy of careful and respectful consideration, 1956.

Edwards, J. W. (Frontenac)—1950.

I am at a loss to know where I come into this. Am I responsible for the dismissal of this gentleman, or am I responsible for the increased amount of money that was paid to him? In each particular, where do I come into this matter? Of course, I had nothing whatever to do with the removal of Mr. O'Brien from office or with any other matter connected with him. As the Minister of Justice has properly said, I had no connection with it whatever, 1951.

Kyte, G. W. (Richmond, N.S.)—1945.

Asks *re* appointments since last session, 1945. Criticises the appointment of Mr. O'Brien, 1946-8. Commission report quoted *re* O'Brien, 1949. Under all these circumstances I say that Mr. O'Brien has been dealt with rather differently from other men in the different departments whose services have ceased, 1950.

Lemieux, Hon. R. (Rouville)—1952.

Reference made to a statement made by Lord Haldane speaking at the University College in England in regard to the Judicial Committee of the Privy Council. Press despatch of November 5 quoted, 1952-3. The London Times also quoted, 1953-4. I am bound to say that our Supreme Court is a highly respected tribunal. With regard to the Judicial Committee of the Privy Council, for Canadian litigants and for Canadian cases I do not know where any change in the present system of appeal would be useful, 1954.

Proulx, E. (Prescott)—1952.

If the law clerk had not been such an offensive bigot I do not think he would have found it necessary to carry a revolver to protect himself, 1952.

SUPPLY—JUSTICE.

Further amount required, \$3,000, 2365.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—2365.

Is the investigation now closed? Will this \$3,000 cover the expenses in connection with the preparation of the report, 2367.

Doherty, Hon. C. J. (Minister of Justice)—2365.

This vote is required on account of expenses connected with Kingston penitentiary investigation, 2365. No objection to discuss any question connected with the investigation. Report not yet received. The \$3,000 required for expenditures of last year, 2367.

Edwards, J. W. (Frontenac)—2365.

I do not feel like voting an amount to pay the expenses of this commission before I see that report, 2365. Commissioners were not worth 15 cents a day, 2366.

SUPPLY—JUSTICE—*Con.*

Graham, Hon. G. P. (Renfrew South)—2366.

How much has the commission cost? 2366.

SUPPLY—JUSTICE.

Penitentiaries, \$120,000, 2368.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—2368.

We are entitled to some explanation, 2368.

Carvell, F. B. (Carleton, N.B.)—2369.

It seems hardly reasonable to place before us \$3,000,000 of estimates and ask us to put them through without discussion, 2369.

Doherty, Hon. C. J. (Minister of Justice)—2368.

Supplementaries are larger than usual for last fiscal year. It is quite impossible to say it is going to cost so much to feed the inhabitants of a penitentiary, 2368.

Emmerson, Hon. H. R. (Westmorland)—2368.

Asks for more information in connection with Dorchester penitentiary, 2368.

Pardee, F. F. (Lambton West)—2369.

There are several items that will have to stand over, 2369.

White, Hon. W. T. (Minister of Finance)—2368.

It would oblige us very much if we could get these estimates through. The expenditures have all been incurred, the parties are entitled to their money and are waiting for it, 2368-9.

SUPPLY—JUSTICE.

Kingston Penitentiary, \$180,600, 4484.

Bickerdike, R. (St. Lawrence)—4514.

My honourable friend, the minister, I believe, will agree with me that the end in view of all punishment should be the correction of the criminal with a view of reclaiming him, and the setting of an example which will serve to deter others from the like evil, 3514. I wish to say to the minister that in respect of our management of prisons and prisoners, the law in Canada has always been most barbarous, 4515. If the Hon. Minister of Justice will just place his ear to the ground he will hear the demand throughout the length and breadth of this country for the abolition of the death penalty, 4516. The Government of Canada must, at an early date, free this young nation from the brutalizing effect of capital punishment. It is certainly the most barbarous, brutal, unmanly, inhuman and un-Christian mode of punishment which is made possible and legalized in any civilized country, 4517.

Doherty, Hon. C. J. (Minister of Justice)—4521.

When the Government comes to make up its mind on this question it will have before it the evidence taken by the commission, the commission's report, and the

SUPPLY—JUSTICE—*Con.*

criticism of the hon. member for Frontenac and what he has pointed out as against that commission, and it will then be our duty to form a judgment and to take what action that judgment may justify, 4521. While we must, no doubt, be humane, and while that is very important, we must not forget that this whole system is a part of the administration of justice, and that the great dominant reason that justifies us in detaining these people at all is the deterrent effect of their punishment upon others, 4522.

Lafortune, D. A. (Montcalm)—4519.

Reference made to Mr. Bickerdike's speech. Quotes instances where the death sentence has been commuted, 4519. Society does not seek revenge but it is bound to protect itself. When the murderer strikes, does he give his victim time to get ready to appear before the Supreme Judge? Does he not send him to his doom utterly unprepared? 4520-1.

Edwards, J. W. (Frontenac)—4484.

Before entering into a discussion of the Penitentiary Commission, I wish to make a few general remarks leading up to that, 4484. Letter to Minister of Justice quoted, 4485. Terms of commission quoted, 4486. Toronto Globe quoted. The Commission never seemed to realize the position they occupied, 4487. Before I get through I think I will be able to show that some of these convicts have been treated worse than any man in this House would treat his horses, his cattle, or his dogs, 4488. Refers to charges which he made and action taken by the commission in regard to them, 4489. I have no maudlin sentiment for a convict who has violated the laws of society. He has to be punished, but he should not be treated as if he were a brute. Reasons given why O'Leary is unfit for the position of deputy, 4494-6. I want to pursue the report of this kalsomining trio a little bit further, 4496-9. Why did the commissioners entirely ignore the evidence of Dr. Phelan that the regulation in that regard had been violated? Why did they not follow up the evidence that O'Leary knew of the tubbing, 4500. I want to call the attention of my hon. friend to section 67 of the Penitentiaries Act, which provides a penalty of three months' imprisonment for any person who gives prohibited articles to any convict, or leaves them in any place with intent that they shall be taken by a convict. That is the section which the two guards who were dismissed confessed having violated, 4501. I wish to call attention to some peculiarities, not to use a harsher term, of the chairman of this commission, 4502-3. I want to see the institution run properly. The reformation of convicts pre-supposes moral capacity on the part of the convicts. I believe that a great majority of these convicts have moral capacity, 4504. Reference made to statement of Johnston, 4512. Let me refer for a moment—although I cannot do it in

SUPPLY—JUSTICE—*Con.*

the beautiful and pathetic language of the hon. member for Kingston—to the convicts who fell out of bed and were allowed to stay on the floor till next morning, 4513.

Lemieux, Hon. R. (Rouville)—4518.

I hope that while we may pass some of the items, the Minister of Justice will see that the question is not completely left out and that a fuller House can listen to the explanations he may offer to the very serious charges which have been made by both the hon. member for Kingston and the hon. member for Frontenac, 4518. I regret once more that this religious question has been injected into this debate, 4519.

Nickle, W. F. (Kingston)—4504.

Reference made to the personnel of the investigating commission, 4504-5. Difficulties between Mr. Edwards and commission and the evidence produced referred to, 4506-8. If this commission were a whitewashing commission, why did it find so drastically against the surgeon in regard to the administration of the medical wards and insane ward? 4509. I have known a boy of fifteen, in knickerbockers, brought to Kingston handcuffed to a man who had been guilty of a most heinous and revolting crime. That child was sent to the penitentiary for stealing a workman's tools, 4510. If I know anything of human nature, when you make a man submit because he thinks he is going to lose his life, he is a worse man after than before he was subjected to that torture. It is more the system than anything else that is wrong. I do not believe you can run a penitentiary over a long-distance telephone, 4511-12.

SUPPLY—LABOUR.

Conciliation and Labour Act, including publication, printing, binding and distribution of the Labour Gazette and allowance to correspondents, and for clerical assistance in preparing tables of statistics, \$30,300, 535.

Buchanan, W. A. (Medicine Hat)—545.

There is a feeling that the employers have the ear of the minister more than the employees have. Mr. Farrington's report quoted, 455-6.

Carroll, W. F. (Cape Breton South)—532.

Comparison made of strike in Nova Scotia and British Columbia, 532-3. It is a marvellous coincidence that the moment the strike became most serious in those provinces, the commissioner's report was brought down, 533. He had the chance of his life to study the most acute labour conditions that have ever existed in this country and yet at that very time he goes to the old country to study labour conditions, 534.

Carvell, F. B. (Carleton, N.B.)—526.

Not a finger has been lifted to try to alleviate the terrible condition of affairs. The

SUPPLY—LABOUR—*Con.*

thing went on for a month or so and about the 1st July the minister starts out on a junketing tour with his law partners; 526. He spent two months in England. Men were being shot in Vancouver Island, the most terrible state of affairs existed that ever existed in Canada. We are entitled to more information before a dollar of supply is granted to him, 527. During a period of six months, when a strike of 1,500 men was in progress in British Columbia he did nothing, 528. Labour Gazette reports on strike quoted, 530-1. Nanaimo strike of 1905 referred to, 535. Claims that strike still exists and asks minister to introduce an amendment to Industrial Disputes Act to enable him to appoint a conciliation board, 536. Article from Ottawa Citizen quoted, 537. Had there been a proper inquiry into the facts before the militia were called out the probabilities are that the scenes which have disgraced this country would not have been witnessed. The Minister of Labour does not take his work seriously, 538. The minister's visit to Nova Scotia referred to, 539. The Minister of Labour and Mr. Sheppherd are both incompetents so far as dealing with this matter is concerned, 544. If conditions were bad it was the duty of the minister to make them right 545.

*Crothers, Hon. T. W. (Minister of Labour)—*523.

Both parties to these disputes prefer proceedings under the Industrial Disputes Act. Telegrams quoted *re* Vancouver strike, 523. Men contended they had not gone out on strike; that they were only taking a holiday. The first notice I had of the strike was in a press despatch in an Ottawa paper. I regarded the matter as a very serious one and was anxious to ascertain the facts at first hand, 524. I visited all the different mines and interviewed the owners and many of the miners. A large number of men were arrested under the authority of the provincial government, 525. The strike amongst the coal miners in eastern British Columbia continued for eight months and was settled by my predecessor, 528. We heard on the 30th April that there was likely to be a strike and it occurred the next day, 520. Facts showing a parallel case in Nova Scotia in 1909-10, 556-7. The record of the department in settling disputes placed before the committee, 558. Facts in regard to the men brought out from England. To this day I have never been requested to establish a board in connection with the dispute on Vancouver Island, 559. There are a good many statements in Mr. Farrington's letter that I personally know to be untrue, 560. Some general observations with regard to the Labour Department. There are some disputes more difficult to settle than others, 561. We knew nothing about the strike at Cumberland until after it had actually occurred. At every other mine in Vancouver Island there was an existing agreement between

SUPPLY—LABOUR—*Con.*

the men and their employers, 565. When the correspondence is brought down Mr. Neely will find that his statement that nothing was done except sending telegrams is absolutely without any foundation, 566.

*Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—*523.

Asks information *re* working of Conciliation Act and strike at Vancouver, 523. I would suggest to the minister that he bring down the papers before the next sitting of the House, 565.

*Macdonald, E. M. (Pictou)—*552.

The minister has been condemned by resolution by a great many of the labour men of this country. In British Columbia this situation is but the natural heritage which these gentlemen ought to expect. They are reaping what they sowed, 552. If the laws of this country were inadequate to permit the minister to interfere the necessary powers should be sought from parliament, 553. Is it any wonder that the public were shocked that under these circumstances the minister should desert his post. Has anybody told us that he applied his intellect to an attempt to solve this problem as to how labour and capital could be reconciled, 554. Commissioner's report quoted, 555-6. The conditions that exist in British Columbia are largely due to the failure of this government to grapple with the serious situation which has arisen, 556.

*Neely, D. B. (Humboldt)—*561.

The minister has absolutely failed to meet the point of criticism from this side, 561. The minister says we are somewhat previous in our discussions because we have not had certain returns brought down. The real essence of the criticism against the minister is the fact that, beyond sending a telegram, month by month, he sat still, 562. In the name of common sense what is the responsibility of the Minister of Labour, what is he appointed for by the government? I say it is an extraordinary thing, this appointment of a commissioner when the minister was going to the seat of trouble to investigate personally the state of affairs, 563. We are told that the minister went across the sea to study industrial conditions in England. We have a right to question the propriety of the minister in asking us to vote these sums of money, 564. The net result is that the most serious labour dispute in the history of Canada has dragged its weary way for one year and four months and the minister to-day sees no more light on the horizon than he did 16 months ago, 565.

*Shepherd, F. H. (Nanaimo)—*539.

No disturbance in my constituency such as Mr. Carvell would indicate to this committee. The main object of this trouble was to secure the recognition of the United Mine Workers of America, 539. Rule 17 of Mines Regulations, British Col-

SUPPLY—LABOUR—*Con.*

umbia, and report quoted, 540. I believe the miners have the right to organize. Four-fifths of the operators say they have no objection to the men forming a miners' union among themselves, but they do refuse to recognize this particular international union, 541. Letter sent to minister read. Summary of attempts to settle trouble and riots of 13th of August, 541-2. This is my version of the affair and I think it is correct, 543. I believe that no good can come of bringing this matter up for further discussion in all its harrowing details, 544.

Stevens, H. H. (Vancouver)—546.

There has been an absolute failure on the part of gentlemen who have attacked the minister so bitterly to point out where the weakness lay in this matter of failing to secure a settlement or to point out remedies that might be introduced to overcome this difficulty. Brief reference to the unfortunate conditions obtaining on Vancouver Island, 547-8. The difficulty about labour organizations in Canada and other countries is that you cannot fasten a penalty upon them, 549. There are times when it is absolutely necessary to call the militia out in the interests of law and order. The minister spent ten days on the Island and did his utmost to settle the strike and to bring the parties together, 551.

SUPPLY—LABOUR.

Industrial Disputes Investigation Act, \$25,000, 649.

Crothers, Hon. T. W. (Minister of Labour)—656.

Would like to call Mr. Neely's attention to some grossly inaccurate statements made by him, 656. Refers to Mr. Farrington's address on, 657-58. Mr. Farrington states it is a strike, 658. Agreement provided proceeding for settling disputes. Would be truer if it had been said that strike had been declared by National and endorsed by local association, 659. Did not say anything about outside service, 660. Have done nothing in opposition to such unions. Owners could not find work for them all, 661. That Act was in existence then, nothing was done under it, 662. In the face of what has been done, hon. member gets up and says nothing has been done, 663.

Verville, A. (Maisonneuve)—649.

I wish to tell the Minister of Labour very frankly exactly what the labour men think of him as a Minister of Labour, 649. Letters quoted, 650-3. Strikes are settled by mutual consent, otherwise by compulsory consent, 653. I really believe the minister cannot settle that strike. Whenever you are with this crowd you will find that conditions are not so nice as we may suppose, 654. When minister travels he might ride in an ordinary car like any one else. Unless government can find a man to be minister who is practical no success can be hoped for, 655.

SUPPLY—LABOUR.

Conciliation and Labour Act, including publication, printing, binding and distribution of the Labour Gazette, and allowance to correspondents, and for clerical assistance in preparing tables of statistics—further amount required, \$4,700, 5202.

Carroll, W. F. (Cape Breton South)—5202.

Calls attention of minister to prices paid for labour and hours of service required in connection with public works in various parts of Canada, 5202.

Crothers, Hon. T. W. (Minister of Labour)—5202.

I brought before the government, before I was laid away for a while, the matter of providing for a uniform provision in all the contracts touching labour, so that there would be no difference between a contract entered into by one contractor and that entered into by another, 5203. In a great many cases we have secured back pay for men, and in every case we do our very best to see that the men are paid, 5204. Refers to appointment of fair wage officers, 5205.

Verville, A. (Maisonneuve)—5202.

This question is a very important one, because sometimes workmen are employed believing, that if there should be an increase in wages during the performance of the contract, they are supposed to receive it; and the minister states that the difficulty might be in the wording of the contract. I hope that in future all contracts will be made uniform, 5203. Does the minister not think that the Harbour Commission of Montreal should pay the current rate of wages paid by ordinary contractors in that city, 5204. Refers to appointment of fair wage officers, 5205.

SUPPLY—LABOUR.

Industrial Disputes Investigation Act, \$25,000, 5206.

Carroll, W. F. (Cape Breton South)—5206.

There is nothing in my humble judgment that goes so far in keeping the population which we have within our confines, and also encouraging a good class of immigration from abroad, as an efficient system of technical education, 5207-8.

Crothers, Hon. T. W. (Minister of Labour)—5206.

Personally, I am very much in favour of doing anything in reason for the extension of technical education and industrial training, 5206.

McKenzie, D. D. (Cape Breton North and Victoria)—5206.

Asks if the minister has given any consideration to the report of the Technical Education Commission, 5206.

SUPPLY—LABOUR—*Con.*

Verville, A. (Maisonneuve)—5206.

I am sorry that the government has not seen fit to take away from the Militia Estimates the amount I suggested to be used for purposes of technical education in this country, 5206-7.

SUPPLY—MARINE AND FISHERIES.

Department of Marine and Fisheries, \$309,650, 324.

Carroll, W. F. (Cape Breton South)—326.

Asks questions *re* steamer Alert, 326.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—324.

Explanation of vote, 324. Refers to remarks of Mr. Carroll *re* steamer Alert, 325.

Maclean, A. K. (Halifax)—325.

Reported that Civil Service Act is being disregarded in reference to appointments, 325.

Sinclair, J. H. (Guysborough)—325.

Inquires as to what department controls steamer Alert, 326.

SUPPLY—MARINE AND FISHERIES.

Department of Naval Service—salaries, \$107,300; contingencies, \$37,000, 326.

Boulay, H. (Rimouski)—334.

Canada does not want a single battleship much less a dozen of them, 334.

Carroll, W. F. (Cape Breton South)—333.

If the ships are not worth a cent why spend \$20,000 to keep them from deteriorating, 333.

Clark, Michael (Red Deer)—330.

It will take a little time to wean them from the contribution policy in order that they may devote themselves to the development of Canada, 330. The people in this country do not want to spend too much money on naval targets, 333.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—326.

Gives explanation of vote, 326-7. Naval College at Halifax being continued. We propose to look after the young men and see that no injustice is done them, 329. More than $\frac{2}{3}$ of vote is for fishery protection, hydrographic survey and other services under the Naval Department, 330. If the Naval Service were abolished altogether there would be no saving, 331. Matter of disposition of vessels under consideration, 332. Men enlisted for a certain period of time which has not expired, 333. Surely not expected to state what the naval policy is. That is a matter for the Prime Minister when the proper time comes, 336.

SUPPLY—MARINE AND FISHERIES—*Con.*

Hughes, J. J. (Kings, P.E.I.)—332.

The keeping of a large body of men under these circumstances is a useless waste, 332.

Lafortune, D. A. (Montcalm)—334.

What is the use of voting this money just now, 334.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—328.

If it be the intention to vote for the repeal of the Naval Service Act what is the use of these estimates. Has he ever prosecuted a man for desertion, 328.

Maclean, A. K. (Halifax)—326.

There is not a ship of the Canadian navy now in service. The government were a party to forcing men to leave the Niobe, 327.

McCraney, Geo. E. (Saskatoon)—335.

If the ships are not to be used they should be dismantled and the men paid off, 325.

Murphy, Hon. Charles (Russell)—332.

The government did not announce its naval policy to the country and no steps have been taken to consult the people about it, 332.

Oliver, Hon. Frank (Edmonton)—329.

Asks about young men who have entered upon a naval career, 329. We are entitled to know what is the government's intention in regard to the two vessels they have on their hands, 331. We are asked to vote money for clerical assistance to carry on the Naval Service, when we have no navy, 333. We have asked the minister what the government intend to do in the matter, 336.

Sinclair, J. H. (Guysborough)—330.

If the government has abandoned the idea of a Canadian navy, why should we vote this money at all, 330. Refers to repeal of Naval Service Act, 334-5.

SUPPLY—MARINE AND FISHERIES.

Maintenance and repairs to Dominion steamers and ice-breakers, \$1,000,000, 402.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—409.

Reference made to ice jams on River St. Lawrence, 409.

Carroll, W. F. (Cape Breton South)—402.

Incumbent upon the department to give us an ice-breaker in that part of the country, 402.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—402.

In the matter of ice-breakers we do the best we can. The steamers headquarters are at Halifax, 402. Amount asked for is the same as last year. Steamers, services and expenditure and repairs given in detail, 404-5. Ice-breakers and where

SUPPLY—MARINE AND FISHERIES—*Con.*

they operate, 408. Ice-breaking in St. Lawrence referred to, 409-10. Reference made to repairs of Earl Grey, 412. Purchases made from persons who are friends of the government, 415-16.

Law, B. B. (Yarmouth)—403.

Thinks it would be in the interests of the public if a steamer was stationed at Yarmouth, and the wreck of the Cobequid in this connection referred to, 403-4.

Lemieux, Hon. R. (Rouville)—405.

Inquires about purchase of yacht Estevan, 406. Refers to service to Magdalen Islands, 408. Policy of late minister Mr. Brodeur eulogized, 412. Congratulates minister on policy of building all our ships in Canada, 417-18.

Maclean, A. K. (Halifax)—416.

Complaint made of patronage system of government, 416.

Sinclair, J. H. (Guysborough)—404.

I would like the minister to give us some details in regard to this vote, 404.

SUPPLY—MARINE AND FISHERIES.

Examiners of masters and mates, \$16,500, 418.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—418.

Gives detailed statement of salaries paid to examiners, 419. Referring to those who aided in rescue from Cobequid a report has been asked and the matter will be dealt with, 420.

Hughes, J. J. (Kings, P.E.I.)—420.

Reference made to rescues which should receive recognition, 420.

Law, B. B. (Yarmouth)—418.

We have always had a school in Yarmouth and quite a number of masters and mates receive their education there, 418. Asks for recognition of certain men who aided in rescue of passengers and crew of the wrecked steamer Cobequid, 419.

SUPPLY—MARINE AND FISHERIES.

Investigation into wrecks, \$18,400, 421.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—421.

Item explained to committee. If the Wreck commissioner is unable to speak the French language he should take pains to have associated with him those who can and instructions will be given to this effect, 421.

Lemieux, Hon. R. (Rouville).

I am told that one of the grievances is that the case was not made clear because the commissioner did not speak French, 421.

SUPPLY—MARINE AND FISHERIES.

Ocean and River Service—Schools of navigation, \$8,000, 749.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—749.

Schools are for instruction of men who wish to pursue navigation, 749. Could not afford to go to large cities, 751. Some information from deputy minister's report, 752. Will see that a school is established along that coast this season, 751.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—749.

We have Naval College, why this vote? 749.

Lemieux, Hon. R. (Rouville)—753.

Men have been lured to city and they will not return to deep sea fisheries. Am sure Commander Wakeham would give him excellent advice as to place where examinations should be held, 753.

Maclean, A. K. (Halifax)—751.

Schools have been established at many points in Nova Scotia, and difficulty has been in securing pupils to attend them, 751.

Marcil, Hon. Charles (Bonaventure)—750.

Concur with suggestions of Mr. Sinclair would suggest that minister apply them to Baie des Chaleurs, 750.

Sinclair, J. H. (Guysborough)—750.

Proposition to establish a school of navigation at Halifax in connection with the Technical College should embrace also branches at places along coast, such as Canso, 750.

Turgeon, O. (Gloucester)—752.

Until minister can establish more schools he should have his examiners visit many more localities, 752.

SUPPLY—MARINE AND FISHERIES.

Ocean and River Service—Registration of shipping, \$3,000, 754.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—755.

The introduction of Canada Shipping Act will afford an opportunity for a full discussion of entire question. Think it would be in interests of Canadian shipping if some modifications were made, 755.

Sinclair, J. H. (Guysborough)—754.

It is commonly supposed that the laws relating to shipping are too stringent in Canada. No reason why a coasting captain should not be allowed to go down the coast of South America, 754.

SUPPLY—MARINE AND FISHERIES.

Ocean and River Service—Removal of obstructions in navigable waters, \$20,000, 756.

SUPPLY—MARINE AND FISHERIES—*Con.*

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—756.

Impossible to estimate with accuracy, 756. We are doing the best we can to maintain communication below Quebec, 758.

Hughes, J. J. (Kings, P.E.I.)—756.

How is this \$20,000 to be expended? 756.

Lemieux, Hon. R. (Rouville)—757.

Will ask minister to allow one of government steamers to go from Prince Edward Island or Pictou to Magdalen Islands, 757.

Maclean, A. K. (Halifax)—757.

Think minister should give us some reason for not carrying out this programme, 757.

Marcil, Hon. Charles (Bonaventure)—756.

Reads some extracts on, 756-57.

SUPPLY—MARINE AND FISHERIES.

Ocean and river service—Cattle inspection, \$5,000, 758.

Clark, Michael (Red Deer)—760.

Cannot think that embargo in Great Britain is a subject of very practical importance, 760.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—758.

Item should read 'inspection of livestock shipments,' 758. It applies only to cattle for shipment across the Atlantic, 761.

Lemieux, Hon. R. (Rouville)—759.

Have no doubt that system of inspection of livestock at Canadian ports is excellent but other side is troublesome, 759.

Sinclair, J. H. (Guysborough)—759.

Might be drawn to attention of Imperial authority that we are better treated in States than in Great Britain, 759.

SUPPLY—MARINE AND FISHERIES.

Wrecking plant, \$45,000, 761.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—761.

Explanation of wrecking plants, 761.

SUPPLY—MARINE AND FISHERIES.

Ocean and River Service—Unforseen expenses, \$5,000, 762.

Carvell, F. B. (Carleton, N.B.)—786.

Reference made and minister interrogated as to salmon fishing on the St. John river, 786.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—762.

These are odds and ends. Gives facts in connection with dismissal of Trefry, 762. Facts in connection with Bourque's dismissal given, 775-7. Position occupied by Jollotta a mere temporary one. Fish hatcheries of Canada never in as efficient a condition as they are to-day, 783.

SUPPLY—MARINE AND FISHERIES—*Con.*

Kyte, G. W. (Richmond, N.S.)—762.

Dismissal of Trefry appears to call for censure of this committee. Reference also made to dismissal of Bourque, 763-4. Declaration of Bourque's wife *re* his illness at the time of his dismissal, 770. Report of Mr. Duchemin and letters in *re* Bourque read, 771-4. Bourque will never be in a position to rise up and condemn the minister—he is dead. I would like to know if there is to be a finality to these investigations, 775. Reference made to the dismissal of O'Brien and letters quoted, 777-9.

Law, B. B. (Yarmouth)—762.

Asks minister if he treated any other officials as he treated Trefry, 762. Trefry never attended a political meeting, 763.

Macdonald, E. M. (Pictou)—783.

Mr. Duchemin described as a bold and ruthless gentleman and a cheap partisan. Unfitted to perform judicial duties, 783. Refers to Currie and case before courts, 784. The minister had better beware of his advisers from Nova Scotia and of the character of the investigations held there under his department, 785.

Sinclair, J. H. (Guysborough)—779.

Reference made to answers given him with regard to Mr. Duchemin as being inaccurate, 779. He violated the law in many particulars, 780. Reference made to the case of Jollotta, employed as a fishery guardian, 781. Morning Chronicle quoted. The late government would not appoint a man in charge of a fish hatchery unless he had had a training in some other hatchery and understood the work, 782. Mr. Duchemin and the trial of Ryan, 785.

Turgeon, O. (Gloucester)—785.

Nearly all the officers in Marine Department dismissed in county of Gloucester. Statement made that Conservative officials attend political meetings, 786.

SUPPLY—MARINE AND FISHERIES.

Ship channel, river St. Lawrence, \$1,019,000, 976.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—977.

As the business of the country increases the business of the city of Montreal as the great port of Canada must increase, 977. Reference made to commissions appointed *re* the deepening of the St. Lawrence, 978. Information given as to dredging last year, 979. Marine insurance rates and the shipyard at Sorel referred to, 980. A certain amount of new construction is provided for in these estimates. When the north channel is dredged out the last impediment to safe navigation up the St. Lawrence will be removed, 981. Diversion of water from Lake Michigan by the Chicago Sanitary Commission referred to,

SUPPLY—MARINE AND FISHERIES—*Con.*

981-2. Insurance again referred to, 982. Reference made to pilotage commission as to what has been done, 985-6.

Lemieux, Hon. R. (Rouville)—976.

Asks minister to state the nature of dredging operations during the last fiscal year, the cost, and the report. The harbour of Montreal is of vital interest to the country. Statistics given concerning it, 976. I am opposed to hydro-electric development on the St. Lawrence by the Americans, 977. Herald quoted *re* pilotage, 984.

SUPPLY—MARINE AND FISHERIES.

To provide for construction and completion of dredging plant, etc., \$666,500, 986.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—986.

Practically the whole system has undergone a change, 976. Appointments are made by the superintendent of the shipyard, 987.

Marcil, Hon. Charles (Bonaventure)—986.

Report of department quoted *re* changes, 986.

SUPPLY—MARINE AND FISHERIES.

New ice-breakers for river St. Lawrence, \$500,000, 987.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—987.

The purpose of this vote is to get a thoroughly up to date ice-breaker for work on the St. Lawrence, 987. Demands have been made for ice-breaking in different places, but all of which cannot be dealt with with our present equipment, 988. Winter navigation is beyond the experimental stage. No question about the feasibility with vessels especially built for the service, 989.

Lemieux, Hon. R. (Rouville)—987.

Asks if any steps have been taken to facilitate navigation below Quebec, 987. Summary of lecture by Prof. Barnes on ice conditions quoted, 988-9.

Marcil, Hon. Charles (Bonaventure)—989.

Report of select committee of 30 years ago on winter navigation referred to, 989.

SUPPLY—MARINE AND FISHERIES.

To provide for the construction of a specially designed steamer to be used exclusively for testing or sweeping the river St. Lawrence ship channel, \$100,000, 990.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—990.

This boat is to be built at Sorel, 130 feet long by 30 to 15 feet draught. Letter by Mr. Duchemin *re* Currie case published in Record read, 990-1.

SUPPLY—MARINE AND FISHERIES.

Salaries and allowances to lightkeepers, \$450,000, 1164.

Carroll, W. F. (Cape Breton South)—1171.

This is unfair to person dismissed, unfair to department and public, 1171. Mr. Nearing does not pretend to be an engineer, 1172. Agree that government is justified in dismissing an offensive partisan, but Captain Pope was not an offensive partisan, 1173.

Carvell, F. B. (Carleton, N.B.)—1169.

Only wanted minister's statement of case. Seems that if these buoys are to serve the purpose for which they are intended there ought to be some systematic method of inspecting them, 1169.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1164.

Salaries are fixed on a certain scale, 1164. It is the same amount as voted last year. Opinion expressed by wreck commissioners is that the fact that the light was not burning on buoy in no way contributed to the accident, 1166. Once a year these lightships have to be taken from their stations to be overhauled, 1167. System is the same as has always prevailed, 1168. Matter was investigated; report quoted, 1173. He resigned himself, 1174. This is the same charge as has been made in past about men who were Liberal partisans, 1176.

Kyte, G. W. (Richmond, N.S.)—1170.

Upon resignation of Mr. Finlayson considerable interest is rife in the community as to the outcome of the election, 1170. Protests against minister dismissing from public office men whose offices have been claimed by greedy office-seekers, 1178. In order that a vacancy might be created false charges of partisanship have been made, 1179. Refers to some dismissals, 1180.

Law, B. B. (Yarmouth)—1166.

If the port of Yarmouth is left without a pilot it is a very serious matter, 1166. Refers to captain's letter on, 1167-68. Think minister should take the matter up and devise means by which when these lights are out the matter shall be reported, 1168. Government should recognize the heroism displayed by these gentlemen. Buoys are inspected regularly, 1169.

Marcil, Hon. Charles (Bonaventure)—1171.

Would be well for department, in making new appointments, to let it be known that offensive partisanship will entail dismissal, 1171. Would like to know if minister is sincere in his contention that he will take lighthouse service out of politics, 1175. Result of dismissals has been to give a very bad impression of public service to many of the voters, 1177.

SUPPLY—MARINE AND FISHERIES—*Con.*

McKenzie, D. D. (Cape Breton North and Victoria)—1186.

Is it that while an official is in office and his party also, that official has a free hand to devote his time to partisan political operations, 1187.

Oliver, Hon. Frank (Edmonton)—1182.

Have understood that the government's responsibility was to give service to the government through its officials, 1182. Officials in Alberta were warned not to take part, 1183. Have had a clear statement of what the rule is, and I ask that it should be complied with. Liberal party gave no cause for attitude that has been assumed by government, 1185. Point is finding places, at the cost of the public. Quite accept view taken by minister, 1186.

Shaffner, F. L. (Souris)—1180.

Am not so sure that it is a very wrong principle, 1180. Examples of dismissals. Think government has had patience to listen to speeches made on the other side, 1181.

Sinclair, J. H. (Guysborough)—1175.

Unfortunate that trained men have to be dismissed for trifling reasons and untrained men put in their places, 1175.

SUPPLY—MARINE AND FISHERIES.

Salaries and allowances to lightkeepers, \$450,000, 1188.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1188.

When I came into office the total number of employees in the department was 7,000. There have been 510 dismissals, or 7 per cent. When the Liberal party came into power in 1896 the number of employees was 2,600 and the number of dismissals 420 or 16 per cent, 1188. Reports from Mr. Duchemin on dismissal of Boudreau, Bourque and O'Brien read, 1189-90.

Kyte, G. W. (Richmond, N.S.)—1190.

The dismissal of Bourque and O'Brien referred to, 1191.

Sinclair, J. H. (Guysborough)—1192.

The Conservative party, through its leader, were pledged to Civil Service reform. It is not fair to compare what happened in 1896 with 1911. Quotations from Halifax platform, 1192-5.

SUPPLY—MARINE AND FISHERIES.

Maintenance and repairs to lighthouses, \$725,000, 1195.

Blain, Richard (Peel)—1201.

I only want to impress upon this House and the the people that this government has been very careful with respect to the dismissal of officials, 1202. This government is commencing a great reform and they must be sure the foundation is good before they commence, 1202.

SUPPLY—MARINE AND FISHERIES—*Con.*

Bradbury, G. H. (Selkirk)—1199.

Everybody who knows anything of that party knows that when they came into power in 1896 they cut off the heads of thousands of Conservatives. Men were removed from highly paid offices as well as from the minor offices. There is not one case in the West where men have been removed from office who were not active partisans, 1199. I would not agree to the government committing itself to a policy that would say that a government official must not take any part in politics. This was not the policy pursued by the late government and ought not to be adopted by this government, 1200.

Carvell, F. B. (Carleton, N.B.)—1195.

In New Brunswick my friend knows that every one of these officials is an out and out partisan. I would like the minister to declare some policy in order that we may know just where we stand, 1196. The net result of the minister's statement is nothing. He has degenerated since he came to Ottawa, 1197. If there is a man in the whole government who has no right to stand up and defend himself it is the Postmaster General, 1198.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1195.

I told the House I did not approve of officials taking an active part in politics, and if my attention is called to any doing so I will see that steps are taken to check them, 1195. Memo. read *re* supplies, 1203. It applies to all departments. It was decided that printing was a public work under the statute, 1206. Some repair work can be done by contract and some cannot, 1206.

Law, B. B. (Yarmouth)—1203.

Are supplies purchased by tender and contract, 1203. Hundreds of dollars worth of supplies are bought for which tenders are not asked, 1204.

Marcil, Hon. Charles (Bonaventure)—1202.

I do not know how it is in Ontario, but the system of dismissing officials prevails in Quebec and apparently in the Maritime provinces, 1202.

McKenzie, D. D. (Cape Breton North and Victoria)—1195.

What attitude does the minister propose to take in respect to his officials? Is he going to permit them to be active, offensive partisans and not call them to account? 1195.

Neely, D. B. (Humboldt)—1201.

When the late administration left office at least 5 per cent of the Dominion land agents in western Canada were Conservatives. There were men who were left in office for 15 years who were known to be Conservatives in politics and partisans, 1201.

SUPPLY—MARINE AND FISHERIES—*Con.*

Sinclair, J. H. (Guysborough)—1205.

If repairs amounting to \$3,000 or \$4,000 are thought not worth offering to tender I am afraid that the principle is not very well carried out by the present administration, 1205. My understanding is that this regulation about the \$5,000 applies only to the Department of Public Works, 1206. My hon. friend is mistaken when he says that repairs cannot be subject to tender and contract like any other work,

SUPPLY—MARINE AND FISHERIES.

Construction of lighthouses, including the regulation of traffic in the Detroit river and such other places as may be found necessary, \$1,000,000, 1206.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1207.

My department will be charged with the responsibility of providing the necessary aids to navigation, such as buoys and lighthouses and certain wireless telegraph stations along that route. The question of aids to navigation has been carefully considered by the board and I might state what has been done up to the present time, 1207. They have had as thorough reports as they could get about the straits and they have decided to place 12 lighthouses in the straits, commencing at the entrance and running up to Port Nelson. We have nothing to do with selecting a harbour at James Bay, 1208. As to whether the accidents were the fault of the Railways or Marine Department is open to question. With the work mapped out by the Lighthouse Board, we hope that great improvements will take place in the navigation of the straits, 1209. The failure to land those cargoes was not due to the absence of lighthouses, but to lack of terminal facilities at the port, 1211. I am unable to give an answer as to cost of development as it does not fall within my department, 1212.

Lemieux, Hon. R. (Rouville)—1208.

Has anything been done with regard to a harbour in James Bay? Anything the department can do towards locating a terminus, and equipping it for the James Bay railway, will be heartily endorsed by this side of the House, 1208-9.

Oliver, Hon. Frank (Edmonton)—1207.

I would like to know which department is going to be responsible for the development of Port Nelson, 1206-7. Damage has been done to the welfare of this country because of the disasters which overtook the steamers that went to the Hudson Bay last summer and whether the blame belongs to the Marine or Railway Department. We want to have it placed on the proper shoulders. It seems to me that a very remarkable condition has been disclosed, 1209. The point is that the government undertook to do some things they were not prepared to do and they suffered disaster because of their unpreparedness, 1210. Out of 7,000

SUPPLY—MARINE AND FISHERIES—*Con.*

tons of material only 2,500 were landed and it is certainly the fault of the government and the government will have to shoulder the blame. Has the government arrived at a conclusion as to what amount of work will be necessary to make Port Nelson a practicable port, what will be the cost and how long it will take to complete it, 1211.

SUPPLY—MARINE AND FISHERIES.

Fisheries—Salaries and disbursements of Fishery Officers, including the expenses of the Fisheries Advisory Board, and an allowance of \$300 to W. J. E. Casey, secretary thereof, \$250,000, 2398.

Carvell, F. B. (Carleton, N.B.)—2425.

Refers to dismissal of Charles Dakin. Letters quoted, 2425-6. Part of affidavit read. This is the whole case so far as I know. This case is an exemplification of the fact that the government are carrying to the extreme the doctrine 'to the victors belong the spoils,' 2427.

Chisholm, A. W. (Inverness)—2418.

Reference made to ridiculous conduct of the Shelfish commission. It would appear as if they did not want to trouble themselves, 2418.

Chisholm, Wm. (Antigonish)—2407.

The House and the country will be interested to know the policy of the government with respect to their officials interfering in elections, 2407. Letters quoted in regard to dismissal of A. R. McAdam, 2408-11. I desire to enter my protest against the personnel of that commission. There is just one man on it whom I would call a fisherman in the sense that I understand the word, a man who devotes his entire time to fishing, a toiler of the deep, 2412.

Chairman, Mr.—2419.

Such a statement is not permissible and the hon. gentleman ought to take it back, 2419. When a member is called to order he should accept the ruling of the chair, 2421. Twice I arose, the first time to call the hon. gentleman to order for the use of an objectionable expression, and afterwards for the statement attributing a falsehood to the hon. member for Annapolis, 2423.

Davidson, A. L. (Annapolis)—2418.

I had the pleasure of following in the trail of my illustrious friend Mr. McKenzie, in a recent election campaign and of observing at short range the methods adopted by certain individuals in that county. I found that in the district of which I speak no less than twelve officials appointed by the late administration were actively making use of every method known to the human mind to defeat the Conservative candidate in that election, 2418. Asks withdrawal of offensive remarks, 2419-25.

SUPPLY—MARINE AND FISHERIES—*Con.*

Edwards, J. W. (Frontenac)—2422.

I ask you, Mr. Chairman, if, under the circumstances, the hon. member for North Cape Breton is not obliged to accept the word of the hon. member for Annapolis, 2422.

Fowler, G. W. (Kings and Albert)—2421.

I think that before we proceed any farther with the business of this House the hon. member for Cape Breton should be called upon to withdraw the statement he made with regard to the hon. member for Annapolis, 2421.

Hartt, T. A. (Charlotte)—2427.

Makes statement *re* dismissal of Charles Dakin, 2427-8. One thing that must strike every member is the manner in which my friends opposite break every law of the political decalogue when it is necessary to get a man's position, if they want it, 2428.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2398.

There is an increase of \$20,000 which may be in excess of the amount really needed although it is pretty hard to say, 2398. We have adopted a number of recommendations that the board has made. We have had some 5,000 copies of the regulations published 2399. In the spring of 1911 the system of getting these monthly returns and issuing a monthly bulletin was adopted by the department. Up to the present practically not a single complaint has been received at the department from any of these dealers, 2403. Those who collected the statistics are instructed to give the market value of the fish at the port to which the fish are brought, 2404. Names of members of advisory board given. They are all fishermen or dealers in fish, or people with knowledge of the fish industry, 2411. The board is purely advisory. The provisional arrangement is that they meet in Ottawa two or three times a year, 2412. What occurred was, the hon. gentleman made some assertion with respect to a speech which Mr. Davidson was alleged to have made somewhere in the county of Victoria. The hon. member from Annapolis denied having made those statements, 2424. My recollection of the matter is that this man was dismissed at the request and upon the responsibility of the member for the county, 2427.

Kyte, G. W. (Richmond, N.S.)—2402.

Calls the minister's attention to what is a very apparent inaccuracy in the bulletin of fishery statistics for the month of February last, 2402.

Loggie, W. S. (Northumberland, N.B.)—2404.

Never in the experience of the smelt fishermen of New Brunswick have they received such a good price for their smelts as this year. I wonder if the hon. minister could give me the reason for that? It is because the United States took the duty off, 2404. By the taking off of the

SUPPLY—MARINE AND FISHERIES—*Con.*

American tax the fishermen of Northumberland county have reaped the benefit to the extent of \$15 per ton on 382 tons in one month, 2405. Criticises one member of board, 2413. The corporation that I represent received no favours from the Liberal government, any more than they have from the present government, 2414.

Maclean, A. K. (Halifax)—2413.

I am inclined to doubt very much the value of this Fisheries Advisory Board, 2413. The suggestion of the appointment of a departmental head in each province is a good one and worthy of consideration, 1414.

McKenzie, D. D. (Cape Breton North and Victoria)—2405.

Officer Fraser and his actions in elections criticised, 2405-6. Mr. Borden quoted in reference to officials taking part in elections, 2416. I wish to point out that not only was Mr. Fraser busily engaged in bribing the electors, but an overseer by the name of William Phelan, who resides in the county of Victoria, was engaged in the same business, 2417. What position does the Minister of Marine and Fisheries take with regard to that law? 2418. Reference made to his position as judge and to Mr. Davidson's attitude in a recent local election, 2419-25.

Robidoux, F. J. (Kent, N.B.)—2413.

The appointment of Mr. Carson was made in the interests of the fishermen. If we were to appoint an advisory board to suit Mr. Loggie we should have to appoint men who are prepared to issue salmon licenses to him only, 2413.

Sinclair, J. H. (Guysborough)—2399.

I would like to know from him of what use the board is to the department or if it is making any useful suggestions and doing anything to help the department in its work. Asks that copy of regulations be laid before the House, 2399. In my judgment the bulletin is very inaccurate. It is of no service at all in so far as giving useful and correct information in regard to our fisheries is concerned, 2400-02. Reference made to January bulletin, 2402-3. The statement as to price is a mere guess on the part of the person who furnishes this information, 2404. If you want the officers to take interest in this work you must pay them something, 2405. The difficulty about the advisory board is that the minister has made it potitical, 2415. The advisory board could do some important scientific work in order to get such information which would be of very great service to the fishermen, 2416.

Turgeon, O. (Gloucester)—2402.

Asks minister to call the attention of his officers to return, 2402. Reference made to James Doucette in Gloucester and his dismissal asked, 2406. Complains of treatment given the deep sea fishermen of his county, 2415.

SUPPLY—MARINE AND FISHERIES.

Fishing patrol boats for the Atlantic coast, \$40,000, 2429.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2429.

We are not particularly well supplied with suitable boats, but we are fairly well supplied, 2429. It may be necessary next session to ask Parliament for an appropriation for getting some better boats on the Atlantic. Tenders will be asked by advertisement in the public press all over the country, 2430.

McKenzie, D. D. (Cape Breton North and Victoria)—2429.

A trip by one of our government steamers once in two weeks is absolutely inadequate, 2429.

Sinclair, J. H. (Guysborough)—2430.

I trust in the case of this boat everybody will be given an opportunity and that tenders will be asked for in public, 2430.

SUPPLY—MARINE AND FISHERIES.

Salaries, building and maintenance of fish-breeding establishments, \$400,000, 2430.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2431.

We have had a number of applications from all parts of Canada for these hatcheries, a great many more than our vote will enable us to establish, 2431. Statement *re* Shad hatchery, 2434.

Kyte, G. W. (Richmond N.S.)—2432.

Here was the property assessed at \$350 before it was purchased. Here is the report of Mr. Brunel, that it was only worth \$5,000. Here also is the report of Professor Prince that the property was not suitable for the purposes of a lobster pond, 2433.

Law, B. B. (Yarmouth)—2431.

Reference made to purchase of a lobster pond which he claims too much was paid for, 2431. Thinks that pond should have been purchased in his county, 2432.

Loggie, W. S. (Northumberland N.B.)—2433.

Asks information about the Shad commission, 2433.

SUPPLY—MARINE AND FISHERIES.

Marine Biological Board of Canada—To provide for the construction and maintenance of marine biological stations for investigations, \$21,000, 2434.

Carvell, F. B. (Carleton N.B.)—2434.

I need not say that I did not myself see Mr. Parker poaching; but I would not have made such a statement if I had not had pretty good grounds for doing so, 2434.

Hazen, Hon. J. D. (Minister of Marine and Fisheries).

Mr. Carvell stated that Mr. Parker and

SUPPLY—MARINE AND FISHERIES—*Con.*

another guardian whose name he did not mention were noted poachers, and obtained their employment merely to enable them to carry on salmon fishing in the St. John River. Memoranda in regard to the matter, and letter of Mr. Parker quoted, 2434.

SUPPLY—MARINE AND FISHERIES.

Department of the Naval Service—to provide for the maintenance and upkeep of ships, naval college and dockyards of Halifax and Esquimalt, \$1,000,000, 5146.

Borden, Rt. Hon. R. L. (Prime Minister)—5157.

Reference made to Mr. Lemieux's speech which is compared with disadvantage to the broad-minded utterances of the member for Red Deer, and to the naval debate of last year, 5157-9.

Boulay, H. (Rimouski)—5173.

My hon. friends on the other side of the House would like to see us get rid of those two ships, the care of which they have imposed upon us. It is not our fault if we have to support the burden of maintaining those two ships, 5173.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—5167.

The Postmaster General said that it was very funny to-night to hear this debate. For once in my life I agree with him. It is not only funny, but ridiculous, 5167-9.

Clark, Michael, (Red Deer)—5155.

I rise to congratulate my right hon. friend at the head of the government, and the government, upon the policy, as far as it has been outlined and developed by the Minister of Marine this afternoon, and as far as I understand it, 5155-56.

Edwards, J. W. (Frontenac)—5166.

Refers to and quotes some remarks of Sir Wilfrid on Naval matter, from Hansard 1910, 5166-7.

Graham, Hon. G. P. (Renfrew South)—5159.

Refers in caustic terms to the position of government on the naval question, 5159-5160.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5146.

Statement what item is required for, 5146-9. Canada has always protested against the establishment of training ships or foreign war vessels on the Great Lakes; but we do not propose to have war vessels or training ships upon the lakes, 5150.

Lafortune, D. A. (Montcalm)—5169.

I cannot feel indifferent to this navy question; it did cost me so much work, so much worry, so much hardship and so many sacrifices, that I would fail to get my share of justice were I not permitted to make a few observations, 5169-73.

SUPPLY—MARINE AND FISHERIES—*Con.*

Lanctot, R. (Laprairie and Napierville)—5174.
Criticises statements of Mr. Boulay, 5174-5.

Lapointe, E. (Kamouraska)—5165.

The attitude of the Postmaster General and other Quebec members towards the naval question criticised, 5165-6.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5149.

Refers to station intended to be placed on the Great Lakes, 5149-50. Order in Council quoted, 5150. It was not satisfactory to some portions of the Conservative party in other provinces, because it created a Canadian service, and the motto of the party then in opposition, now in office, was: 'One Throne, one Empire, one navy.' Sir, one thing is settled now—that the Naval Service Act is to remain in force; as to that there can be no dispute, 5151. I cannot congratulate the government upon the course which they have adopted, because they have gone only part of the way; they have shown some repentance, but they have not shown any desire to correct their error, 5160.

Lemieux, Hon. R. (Rouville)—5152.

Sir, are we now to be told that our young men who are going to serve as volunteers not only in the Canadian navy but in the Imperial navy as well, will serve for the protection of the fisheries? The Postmaster General and others quoted from 'Hansard,' 5153-5.

Morris, James (Chateauguay)—5175.

Reference made to elections in his county and his adherence to the policy of the Conservative party, 5175-6.

Pelletier, Hon. L. P. (Postmaster General)—5161.

The hon. member for South Renfrew says that we are embarking on the Laurier naval policy, and his leader, who ought to know something about that policy, stands up and administers a rebuke to the hon. member for South Renfrew, and to the hon. member for Red Deer, 5161. Why make a big outcry and try to make it appear as if it were a new departure and all that? My hon. friends are playing a political game and they seem to be taking the people for fools, 5162.

Robb, J. A. (Huntingdon)—5164.

The Postmaster General has just told us that the naval policy of the government was endorsed in the late election in Chateauguay, 5164.

SUPPLY—MARINE AND FISHERIES.

To provide for new vessels, \$230,000, 5176.

Borden, Rt. Hon. R. L. (Prime Minister)—5177.

Referring to rescue by Captain Murdock he thought it a case well worthy of recognition from some source, 5177.

SUPPLY—MARINE AND FISHERIES—*Con.*

Boulay, H. (Rimouski)—5182.

Article quoted from *Le Progrès du Golfe* in regard to lights along coast of Rimouski, 5182.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5179.

Refers to death of LeBlanc and quotes telegrams and letters in reference to the matter, 5179-81.

Lemieux, Hon. R. (Rouville)—5181.

Refers to storm on coast of Gaspé which brought sadness and bereavement to many homes and quotes letter in reference to it, 5181-2.

Sinclair, J. H. (Guysborough)—5176.

Calls attention to an act of great bravery and quotes Halifax press, 5176-7. Calls attention also to the death of Joseph LeBlanc and asks for information as to his death and burial, 5177-8.

SUPPLY—MARINE AND FISHERIES.

Radio-telegraph service—to provide for the building and maintenance of wireless stations, \$370,000, 5183.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5184.

I think that this country is in the van so far as wireless service is concerned. We have a chain of wireless stations extending from the gulf of St. Lawrence up the St. Lawrence to the Great Lakes, and we have a chain also on the Pacific coast extending to Prince Rupert. These have proved time and again of very great value as aids to navigation, 5184.

Lemieux, Hon. R. (Rouville)—5183.

Suggests to the minister that all vessels, no matter how small, be equipped with wireless apparatus, 5183.

SUPPLY—MARINE AND FISHERIES.

To assist in the establishment, maintenance and inspection of cold storage for bait, the conservation and development of deep sea fisheries, and to provide for better transportation facilities for fresh fish, \$150,000, 5184.

Foster, A. DeWitt (Kings, N.S.)—5185.

Inasmuch as the department is providing cold storage cars for the transportation of fish, it occurred to me that the minister might consider the establishment of a cold storage plant for bait at Hall's harbour practically halfway between Digby and Cape Blomidon, 5185.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5185.

Practically the whole of this item is for the transportation of fish. We have power to help in the establishment of these cold storage plants for bait to the extent of one-half of the cost, providing the cost does not exceed \$4,000, 5185.

SUPPLY—MARINE AND FISHERIES—*Con.*

Sinclair, J. H. (Guysborough)—5184.
Reference made to express rates, 5184.

SUPPLY—MARINE AND FISHERIES.

To provide for an investigation into the fisheries of Hudson Bay, \$15,000, 5186.

Carroll, W. F. (Cape Breton South)—5186.

Asks if any communications have been received in regard to extension of lobster fishing season, 5186. There is a situation which has scarcely ever been known to exist and if the government do not relax the rules the results will be serious to the lobster fishermen of Cape Breton, 5187.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5186.

I have received not only from the lobster fishermen of Nova Scotia but also from the lobster fishermen of New Brunswick and Prince Edward Island some communications asking that there should be an extension of the season, 5186. If the industry is worth saving, and I think it is, we have to enforce the law, and that is what I have been trying to do, 5187. Statement of Mr. Cowie quoted, 5189-91.

Kyle, G. W. (Richmond, N.S.)—5192.

I have not the papers before me to verify the statement made by Mr. Cowie, but I do say to the hon. minister that it is unfortunate that he did not advise him to revise his report before it was read in the House, containing, as it does, such discourteous language in respect of the hon. member for Guysborough, 5192.

McKenzie, D. D. (Cape Breton North and Victoria)—5188.

The regulations have been changed thousands of times before, and I think in such urgent circumstances the minister should extend the time again, 5188. I wish to convey to the minister the information that he must not bring documents into this House at this hour to insult members, written by his officials for that purposes, 5192-3.

Sinclair, J. H. (Guysborough)—5187.

I think this is a case to which the minister ought to give his consideration and I believe that he ought to give the lobster fishermen the same time that they formerly had especially on the south coast of Nova Scotia, 5187. I still say that the minister has taken a very undignified position when he puts forward Mr. Cowie in this way. If the minister had given me an opportunity to furnish him with the exact facts which I have, but have not here at the present time, I could have shown him very clearly that the statements made in the Fishery Bulletin were altogether inaccurate, 5191-2.

SUPPLY—MILITIA AND DEFENCE.

Salaries and contingencies, \$186,900, 336.

65606—17

SUPPLY—MILITIA AND DEFENCE—*Con.*

Hughes, Hon. S. (Minister of Militia and Defence)—336.

No increases except statutory, 336. If the Minister of Militia entertains an officer he does it at his own expense, 337. Every claim that has been allowed will be paid, 338.

Neely, D. B. (Humboldt)—337.

Refers to Queenston Heights picnic and wearing of a badge, 337.

Oliver, Hon. Frank (Edmonton)—338.

To a rank outsider \$1,000 for travelling expenses of the civil staff seems too large, 338.

Sinclair, J. H. (Guysborough)—338.

Asks if Fenian bounty claims will soon be paid, 338.

SUPPLY—MILITIA AND DEFENCE.

Statement.—Mr. Hughes, 3399.

Hughes, Hon. Sam. (Minister of Militia and Defence)—3399.

It has been my privilege on two previous occasions to submit in advance to the members of the House a detailed statement in connection with the militia estimates, 3399. Turning to our own border, I do not think there is any great evidence of the human mind being in a position to guarantee perpetual peace in Canada. You must lay the foundation deep and strong in the hearts and intellects not only of one community, but in all communities, in order to preserve peace, 3400. The country that is overrun or invaded is the country that suffers. While a country that is invaded and devastated undoubtedly suffers much, it is on the other hand an historical fact that it is the country which has not been invaded which eventually comes to the front, 3401. Civilization depends on liberty. There can be no civilization without liberty, no liberty without law and order, no law and order without power, 3402. My present plan, however, is the voluntary training of the youth and manhood of the country, and I have been gradually developing this scheme. In the province of Quebec, that everybody is afraid to touch even with a pair of tongs, we have 16,320 cadets trained in the secondary schools and colleges and senior primary schools. I, a fire-eating Orangeman, inspected 4,800 French-Canadian boys in the city of Montreal, and there were 160 priests there also, 3403. Automobiles and drill halls referred to, 3404. The Liberal party saw the need of drill halls, but they did not develop along the right lines and push the system to a more successful conclusion, 3405. Let me point out that the cost of each mile of the N.T.R. would build 10 drill halls, 3406. The land that has been alienated from the Militia Department in Quebec alone would represent at least 600 drill halls, 3406. Another important matter which we have

SUPPLY—MILITIA AND DEFENCE—*Con.*

before the department is the training of officers, 3408-9. Statement given of the active militia forces of Canada, 3410-11. Summary explanation of expenditures, 3414-15. Recommendations with regard to guns of Sir John French, Sir Percy Lake, and Sir Ian Hamilton quoted, 3416. The subject of European visits discussed, 3416-19.

SUPPLY—MILITIA AND DEFENCE.

Dominion arsenal, further amount required, \$60,000, 2370.

Carvell, F. B. (Carleton, N.B.)—2371.

Surely the minister can give some information as to the necessity of this vote, 2371.

Hughes, Hon. Sam. (Minister of Militia and Defence)—2370.

The item is for wages and material, 2370. All the details asked for will be brought down, 2371.

SUPPLY—MILITIA AND DEFENCE.

Allowances, active militia, \$123,000, 3419.

Carvell, F. B. (Carleton, N.B.)—3419.

The minister seems to have the idea that the moment a member of the Opposition asks him a question, it is a signal for battle and he must fire some pert reply at him. We do not want the minister to gloss over anything that took place in the régime of his predecessors; we want him to give the facts, 3420. Reference made to the European trip last year, 3431-2. Does the Minister of Militia think that he can convince any reasonable elector in the Dominion of Canada that he has spent \$4,000,000 less in the last year than his predecessor did on the militia, 3433. The permanent staff of this country is a disgrace to Canada, and they have so many of these officers that they cannot even do the business of the country, 3434. Not only do you pay the headquarters' staff \$205,000, but you pay something like \$100,000 for travel and transportation, 3436. Not only is the present artillery of Canada of no use, but it would be a menace in time of trouble because the officers are not properly trained, 3437. The greatest objection I have to the militia of Canada is that it is not a temperance organization but a 'boozorium,' 3438. The militia never was so much a political machine as it has come to be since the present minister began to preside over it, 3449.

Cromwell, F. R. (Compton)—3427.

The members of the St. George's club are as respectable a body of people as live in the Eastern Townships, 3427. I want to repudiate the insinuation of the hon. gentleman that the St. George's club was an institution which sold liquor, 3428.

SUPPLY—MILITIA AND DEFENCE—*Con.*

Hughes, Hon. Sam. (Minister of Militia and Defence)—3420.

I have answered every question that any gentleman has asked me this afternoon, 3420. Explains why there are two drill halls in Sherbrooke, 3425. I have nothing to do with St. George's club, I never heard of it and was never associated with it, 3428.

Knowles, W. E. (Moosejaw)—3422.

We do not want any favours from the minister, conversation in the corridor used in public addresses to the contrary notwithstanding, 3422.

Kyte, G. W. (Richmond, N.S.)—3440.

Reference made to Royal Canadian Band taking part in a celebration at Halifax, 3440. Speech of minister given in Toronto quoted, 3441-2. We have a condition existing in Canada such as has not existed for the last 17 or 18 years. All over Canada is unemployment, there is a time of distress, 3442. The taking over of these fortifications increased the expenditure to \$7,000,000 and it practically remained at that figure during the time that the late government was in office, 3444.

McCrea, F. N. (Sherbrooke)—3422.

We have two drill halls in the city of Sherbrooke and a good deal of military equipment. My advice and opinion is that it would be well for the Prime Minister to pay a little attention to the Militia administration, 3423.

Neeley, D. B. (Humboldt)—3444.

The minister takes himself so wonderfully seriously both in this House and out of it that he is fast becoming a joke in the country, but the expenditure that is being carried on in his department and under his direction is much too expensive a joke for the people to enjoy, 3445. Quotations given from the Lindsay Warder, 3446-7. The minister has taken credit unto himself for certain moral reforms which he claims to be responsible for in the training camps of this country, 3448.

Nesbitt, E. W. (Oxford North)—3449.

What I do find fault with is that the expenditures, to a very great extent, are increasing too rapidly for the revenues of the country and for the good-will of the people in so far as I know their feelings, 3449. He is proposing to and has put the country to an expenditure for militarism that the people of the country are not in accord with, 3450. I am perfectly willing to see the minister get estimates through for a reasonable expenditure for militia purposes, but I do not think the absolutely unnecessary expenditure upon militarism in this country will be tolerated by the people of Canada. Why should the government spend money in erecting armouries to be used as pleasure resorts, 3452.

SUPPLY—MILITIA AND DEFENCE—*Con.*

Pardee, F. F. (Lambton West)—3428.

I think that hon. members on both sides of the House will agree that from the beginning to the end of the minister's remarks they breathe nothing but militancy. It was fight from the beginning, it was fight to the end, 3428. I would like to give a few figures to the House to show how much has been spent upon the militia since 1911-13, 3429. He does not seem to realize that what the people want is a fair expenditure for militia, but what they want still more is to have the revenues of this Dominion used for the development of our latent resources and not for the promotion of a warlike spirit, 3430. He is absolutely obsessed with militarism; it is his one thought and aim from the time he gets up in the morning until he goes to bed at night, 3431.

Proulx, E. (Prescott)—3419.

I am told that the minister said this afternoon that he would only answer questions put by gentlemen, 3419.

Tobin, E. W. (Richmond and Wolfe)—3425.

Refers to St. George's club in Sherbrooke and describes it as a Tory organization, 3426. We are willing to spend a certain amount on the militia, but we are not willing to have the minister pay out money to have gentlemen's clubs, 3427. I think it is about time the minister should be shown up in his true colours, 3427. I hope the minister will see to it that his officers move from the building, 3428.

White, G. V. (Renfrew North)—3448.

I know absolutely that the minister has given strict instructions; that those instructions have been carried out and that there has been no sale of liquor in or around that camp since the present minister took charge of the affairs of the Department of Militia, 3448-9.

SUPPLY—MILITIA AND DEFENCE.

Allowances, active militia, \$123,000, 4567.

Armstrong, J. E. (Lambton East)—4586.

Challenges statements of Mr. Guthrie in regard to drill halls in western Ontario, 4586-7.

Boulay, H. (Rimouski)—4596.

I take the liberty of saying a few words in reference to the expenditure we are making for military purposes in this country, 4596. I am sincerely of the opinion that fully one-half of the money which we vote for the militia does not reach its proper destination, 4597. Let us cut down the expenditure for militia purposes and increase correspondingly the outlay for agricultural purposes, and thus shall we do good work for the Dominion, 4598.

65603—17½

SUPPLY—MILITIA AND DEFENCE—*Con.*

Carvell, F. B. (Carleton, N.B.)—4572.

What looks suspicious to me is that the person who did the work for the Department of Justice was one McQuaid; McQuaid is a partner of the late member for this House, Mr. Fraser, and Mr. Fraser is the man who has the patronage of the county, 4572. Stealing a road away from a dozen people in Prince Edward Island may be an innocent joke to the minister but not to the people concerned, and perhaps if the minister would exercise a little less levity over important matters the people would take him a little more seriously than they do, 4573. The care of arms referred to, 4574-5. Reference again made to the case of Prince Edward Island, 4592-3.

Carroll, W. F. (Cape Breton South)—4599.

I have no criticism to make of any particular item either in the main or supplementary estimates, but when it comes to expending \$13,000,000 or \$14,000,000 on the militia in this country, I think we are going at too fast a pace, 4599. For myself, I would be quite willing to give the Minister of Militia \$7,000,000 or \$8,000,000. I say that would be plenty, 4600. I do not believe in developing a military spirit amongst Canadians generally. I do not believe in expending as much money as we have been expending, either under the late administration or under the present administration, for the upkeep of the militia of this country, 4601. Thinks the minister takes too much interest in his department, 4602. The visit of General French described as one of the greatest misfortunes that has befallen Canada and his report characterized as ridiculous and unreasonable, 4620-1. One would think the whole country was living in such a state of frenzied excitement in order to get a chance to join the militia that it would be like the rush when oil was struck in Calgary a few weeks ago, 4622. The trouble is there is too much militia, more than they can possibly recruit; and they are resorting to all the schemes I am telling you about, shaving the beards off old men in order to fill up the ranks, 4623. Thinks the minister has gone crazy over drill halls, 4624. Let me point out to the minister one of the most glaring cases of the absolute squandering of public money which has occurred in Canada or perhaps in the British Empire, 4625. You have to catch men young and teach them for a good many years before they can learn how to shoot, 4626. The headquarters staff referred to, 4627.

Chisholm, Wm. (Antigonish)—4608.

While the Minister of Militia may have the notion in his head that this military spirit he is developing is making for morality and correct living I venture to say to him with all respect that he is entertaining a false notion in that regard, 4608. I find that, as a partisan, he is just as bitter as the rest of us, and, as for carrying out the high ideals he

SUPPLY—MILITIA AND DEFENCE—*Con.*

professes we do not find him doing very much on that job, 4609. Bingay's report in reference to property sale quoted, 4610-16.

Clements, H. S. (Comox-Atlin)—4586.

I regret that my hon. friend from South Wellington had not the facts in hand so as to give the House the true condition of affairs regarding the militia at Prince Rupert. I defy him or any other member, either by correspondence or other wise, to show that politics entered into the matter, so far as the militia at Prince Rupert is concerned, 4586.

Guthrie, Hugh (Wellington South)—4576.

The question which presents itself to my mind is, where are we going to stop in the construction of new armouries and in the raising of additional regiments of militia? 4576. List of armouries and drill sheds given and militia appropriations under Liberal rule quoted, 4577-8. Militia estimates 1911-12 quoted, 4579. The militia in this country is maintained, I believe, to keep peace and order within our bounds and to defend us from attack from the outside. Half the number, I submit, would do the job just as thoroughly as the 80,000 men, on paper, whom the Minister of Militia now considers to be the standing militia of this country, 4580. Refers to politics in the Militia Department, 4581-2. Gives notice of amendment to motion for concurrence, 4628.

Hughes, Hon. Sam. (Minister of Militia and Defence)—4570.

This is the first intimation that there is anything wrong in the purchase of land, 4570. With regard to the road, I was careful to see that a proper title was secured. No report from the Justice Department shows evidence, direct or indirect, of a title so far as this road is concerned, 4572. Reply to Mr. Carvell, 4574. Let me place the hon. gentleman right at the outset. So long as I am Minister of Militia the private car is going to remain; as far as I am concerned I am going to travel in a private car up and down this country, 4583. I purpose extending these drill halls throughout the length and breadth of the country and it will take a great deal more than my hon. friend's eloquence to stop the spirit that is abroad, 4584. I am not here to apologize for anything, I am here to fight it out and to justify every dollar of expenditure that has been made in connection with the militia, 4585. Answering Mr. Carvell promises to look into the matter referred to, 4594. Refers to remarks of previous speakers, 4602-5. The sale of the Archibald property in N.S. referred to, 4612-13.

Hughes, J. J. (Kings, P.E.I.)—4567.

Reference made to rifle range near Souris, 4567-8. Letters and telegrams quoted, 4569-70.

SUPPLY—MILITIA AND DEFENCE—*Con.*

Kyte, G. W. (Richmond, N.S.)—4605.

Gives statement of Militia estimates, 1914, 4606. This question of drill halls and armouries is becoming most interesting, 4607. I say that the spirit that the Minister of Militia is developing is calculated more and more to draw our young men away from useful occupations on the farm and elsewhere, and to fill their minds with the notion that there is nothing in this world but a military career for them to follow, 4608.

Lamarche, P. E. (Nicolet)—4616.

Asks intentions of minister with regard to camp at Three Rivers, 4616.

Lemieux, Hon. R. (Rouville)—4588.

Quotes the Montreal Star on minister's trips, 4589. The people of this country, both Grits and Tories, are not opposed to a reasonable and legitimate expenditure on our militia, but they are opposed to militarism, and it is just there where the hon. minister fails to make a distinction, 4590. Sir John Macdonald quoted, 4590-91. This huge expenditure on militia is simply monstrous, and the people of this country will revolt at such useless extravagance, 4592.

Sinclair, J. H. (Guysborough)—4617.

Thinks the minister was misinformed when he made the statement in reference to the Antigonish property purchase, 4617. Quotes Prime Minister's manifesto in re militia, 4618. The question of drill halls is not the only difficulty about the management of the militia. The expenditure seems to be going up while the force is going down, 4619.

Verville, A. (Maisonneuve)—4594.

Contract quoted that men have to sign who work for Great West Saddlery Co., Winnipeg, 4594. Technical education referred to, 4595-6.

SUPPLY—MILITIA AND DEFENCE.

Annual drill, \$2,000,000, 4999.

Hughes, Hon. Sam. (Minister of Militia and Defence)—4999.

The force to be drilled this year will be greater than last year, by several thousand men. We have also increased the pay for horses twenty-five cents a day, and the rations for men will cost five cents per day more, 4999.

SUPPLY—MILITIA AND DEFENCE.

Cadet service, \$392,500, 5002.

Hughes, Hon. Sam. (Minister of Militia and Defence)—5002.

We ration and transport them, but we do not pay them. The theory is that the boys would outgrow uniforms, so we contribute \$1 a year towards their clothing, 5002. The 65th has a warm spot in the corner of my heart. I attended divine

SUPPLY—MILITIA AND DEFENCE—*Con.*

service with them last year and whether or not they suffered from my presence, I certainly was not a bit the worse of it, 5003.

Lemieux, Hon. R. (Rouville)—5002.

I wish to refer for a moment to an order which has recently been issued forbidding the 65th regiment in Montreal to accompany the host on Corpus Christi day, 5002. Montreal Gazette quoted, 5003.

SUPPLY—MILITIA AND DEFENCE.

Clothing, \$800,000, 5004.

Hughes, Hon. Sam. (Minister of Militia and Defence)—5004.

The contractors are in various places. They are the same old contractors. When my predecessor took office he was imbued with the idea of changing the contractors and he did so with great loss to the country, and finally had to go back to the old contractors, 5004.

Oliver, Hon. Frank (Edmonton)—5005.

Referring to the scarlet uniforms if the Grit contractors have control of that output at the present time, I would respectfully suggest that the minister make a change, 5005.

SUPPLY—MILITIA AND DEFENCE.

Engineer services and works, \$916,500, 5008.

Hughes, Hon. Sam. (Minister of Militia and Defence)—5008.

In that vote we have \$100,000 for rifle ranges. We bought one at Peterborough recently. We are getting a few each year, acquiring them as rapidly as we can, 5008.

McKenzie, D. D. (Cape Breton North and Victoria)—5011.

The Miller case referred to, 5011.

Sinclair, J. H. (Guysborough)—5010.

Our complaint was that on the occasion of the commitment to jail of a person who wrote an insulting letter in regard to the Legislature of Nova Scotia, some parties in Halifax hired the Royal military band, and that this band, the members of it attired in military uniforms and carrying military instruments, performed in connection with this incident, 5010-13.

SUPPLY—MISCELLANEOUS.

Grant towards defraying the expenses of the Jubilee Anniversary of Charlottetown confederation Convention of 1864, \$20,000, 4960.

Borden, Rt. Hon. R. L. (Prime Minister)—4960.

Explains purpose of vote, 4960.

SUPPLY—MISCELLANEOUS.

Grant towards defraying the preliminary organization expenditure of the Canadian Press Centenary Association, \$25,000, 4961.

SUPPLY—MISCELLANEOUS—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—4961.

Explains how money is to be expended and to whom voted, 4961-2.

SUPPLY—MISCELLANEOUS.

Amount required to meet expenses of Technical Board appointed to consider questions relating to the level of the lake of the Woods, \$10,000, 4962.

Borden, Rt. Hon. R. L. (Prime Minister)—4962.

Memo. quoted explaining vote, 4962.

SUPPLY—MISCELLANEOUS.

Pensions—To increase the pension of Mrs. Margaret Johnson Brooke, from 75 cents to \$1.25 per diem, \$182.50, 4964.

Borden, Rt. Hon. R. L. (Prime Minister)—4965.

This question and a great many similar and analogous questions are now under the consideration of a sub-committee of the Privy Council for the purpose of ascertaining whether or not there is any solid foundation upon which we can proceed in reference to any one or more of them. At the moment I cannot add anything to that, 4966.

Lemieux, Hon. R. (Rouville)—4965.

Refers to the case of the late Canadian Commissioner in Paris. Affidavits read, 4965-6.

SUPPLY—MISCELLANEOUS.

To compensate William Tate, of Prince Albert, for expenses incurred by him in connection with illness contracted while serving with Prince Albert volunteers during the rebellion of 1885, \$1,000, 4967.

Borden, Rt. Hon. R. L. (Prime Minister)—4967.

Mr. Tate was engaged in scouting in the rebellion of 1885, and after the engagement at Duck lake, on the 26th of March of that year he was sent with despatches to Prince Albert, and received injuries through the long cold ride, having to remain in the saddle for fifteen hours. After eleven years suffering from hemorrhoids he was operated on in the Royal Victoria Hospital, Montreal, incurring expenses of over \$1,000. It is proposed to grant him this indemnity therefor, 4967.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4968.

I have not a distinct recollection of this matter, but I am sure that my hon. friend is opening the door somewhat wider than he thinks when he goes into this kind of claim, 4968.

Oliver, Hon. Frank (Edmonton)—4967.

I do not wish to put the matter in a nasty way, but I confess that it looks as if this claim were being paid as a matter of political pull rather than as a matter of merit, 4967.

SUPPLY—MISCELLANEOUS.

British Columbia better terms Commission,
\$40,000, 4997.

Borden, Rt. Hon. R. L. (Prime Minister)—4997.
Explains position of matter at the present
time, 4997-8.

SUPPLY—POST OFFICE.

Contingencies—Clerical and other assistance,
\$15,133.32, 2364.

Lemieux, Hon. R. (Rouville)—2364.

Asks for list of members who were canvassed in regard to choice of rural mail boxes, 2365.

Macdonald, E. M. (Pictou)—2364.

Asks that returns ordered be brought down before item passes, 2364.

Pelletier, Hon. L. P. (Postmaster General)—2364.

I shall take special trouble to press the matter and have the returns prepared, 2364. The members going into Mr. Bolduc's office were simply asked to look at the boxes. No list was kept, 2365.

SUPPLY—POST OFFICE.

Outside service, salaries and allowances,
\$6,429,920.75, 3571.

Pelletier, Hon. L. P. (Postmaster General)—3571.

Gives statement of what vote is used for, 3571-2.

SUPPLY—POST OFFICE.

Remarks.—Mr. Pelletier, 3632.

Morphy, H. B. (Perth North)—3634.

Calls attention to case of Wm. Tye, a mail clerk who lost his life in a railway accident while on duty and asks the minister to look into the matter, 3634-5.

Oliver, Hon. Frank (Edmonton)—3633.

Asks information re mail service on points of the G.T.P. and C.N.R., 3633.

Pelletier, Hon. L. P. (Postmaster General)—3632.

If my hon. friends on the other side of the House would like to refer to some particular matter at a later date when we again take up these estimates, and if they would be kind enough to let me know what information they desire, I will have the papers here, 3632.

Tobin, E. W. (Richmond and Wolfe)—3633.

Refers to dismissal of mail carrier at Bromptonville and complains that all the documents were not produced when he moved for them, 3633.

SUPPLY—POST OFFICE.

Outside service—Salaries and allowances,
\$6,429,920.75, 3638.

SUPPLY—POST OFFICE—*Con.*

Boivin, G. H. (Shefford)—3647.

Before the hon. Postmaster General leaves the question of the Sherbrooke post office I think it my duty to resent the insinuation which he has just made against the Eastern Townships' members, 3647.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—3647.

The hon. Postmaster General has the knack of making assertions that are not always exactly correct, 3647.

Lemieux, Hon. R. (Rouville)—3639.

Refers to rumoured retirement of Mr. Briezel, 3639.

Pelletier, Hon. L. P. (Postmaster General)—3638.

Points out that two items were omitted in supplementary estimates for 1913-14, 3638. The postmaster at Richmond has been kept on for a long time in spite of representations made to me that the business of that post office was not carried out as it should be, 3641. We have a report which says that the management of the office was such that an investigation was held and that the change in the postmastership was desirable, 3642. Quotations re Denison's dismissal, 3649-50.

Tobin, E. W. (Richmond and Wolfe)—3640.

Refers to dismissal of postmaster at Richmond, 3640. Mr. Denison was not given a chance to defend himself. I am sure he is not looking for the small salary attached to that post office, 3642. Denison's letter to P.O. inspector quoted, 3643. Other quotations in connection with Denison dismissal, 3644-5. Refers to opening of office at St. François, 3648.

SUPPLY—POST OFFICE.

Salaries and allowances, mail service, miscellaneous, Yukon territory, \$13,958,564.25, 3840.

Carroll, W. F. (Cape Breton South)—3840.

Refers to dismissal of postmaster at Bridgeport and removal of post office, 3840-3.

Ethier, J. A. C. (Two Mountains)—3854.

Reference made to dismissal of postmaster at Ste. Scholastique, 3854-8. Other dismissals referred to, 3858-9.

Lapointe, E. (Kamouraska)—3847.

Reference made to dismissal of Miss Paradis of Kamouraska, 3847. Correspondence quoted in regard to opening of new post offices, 3848-50. Mail contract between St. Eleuthère and Sully referred to, 3851.

Paquet, E. (L'Islet)—3853.

Before we reached power, the settlers and farmers of the county of L'Islet, in order to get to a post office, had to travel over distances varying between seven and

SUPPLY—POST OFFICE—*Con.*

twelve miles. That was satisfactory to the member for Kamouraska, but as regards farmers and settlers, the story was a different one. I thought the Postmaster General would be able to do something in their behalf, and I congratulate and thank him for having given some relief to that class of sturdy workers, 3853-4.

Pelletier, Hon. L. P. (Postmaster General)—3843.

From what was read by the hon. member for South Cape Breton, I should infer that these people, when the time came to prove their charges, said that the time was not opportune, 3844. I will not say anything either in favour of or against Mr. McLellan. His report practically says that there should be a change in the site of the post office for the reasons he gives, 3844. In the case referred to by my hon. friend, we renewed the contract at \$20 below the price paid the previous year, 3852.

Sinclair, J. H. (Guysborough)—3845.

Attention called to dismissal of postmaster at North Riverside, 3845-7.

SUPPLY—POST OFFICE.

Outside service, salaries and allowances, \$6,429,920.75, 5729.

Bureau, Hon. Jacques (Three Rivers and St. Maurice)—5129.

Why should Sherbrooke be an office by itself and Three Rivers only a flag station? 5129.

Chisholm, Wm. (Antigonish)—5137.

Criticises severely the Postmaster General, 5137. Letters quoted, 5137-44.

Lemieux, Hon. R. (Rouville)—5131.

Denies that car was purchased while he was minister, 5131.

Nesbitt, E. W. (Oxford North)—5132.

Refers to rural mail and parcel post boxes, 5132-3. Petition from Woodstock, letter and statistics quoted, 5134-5.

Pelletier, Hon. L. P. (Postmaster General)—5129.

It is not a flag station, it is a very important office, but heretofore it did not exist as an office and now it has been constituted as a suboffice, 5129. Purchase of automobile referred to, 5130. We asked for tenders, and have received seven or eight, and we have had the boxes on exhibition in Mr. Bolduc's office for a very long period, 5133. Letter carrier delivery referred to, 5136-6. Reply to Mr. Chisholm, 5145-6.

SUPPLY—POST OFFICE.

Outside service—Mail service, \$6,534,805.50, 5245.

SUPPLY—POST OFFICE—*Con.*

Lafortune, D. A. (Montcalm)—5256.

Complains of rural mail route not having been established at Montcalm, 5256. Letter of dismissed postmaster quoted, 5258.

Lemieux, Hon. R. (Rouville)—5245.

I asked my hon. friend yesterday to bring down a few facts and data as regards the rural mail delivery. I would like to know first how the service stands by provinces, 5245. Cable rates and parcel post referred to, 5246-9.

Letter, Hon. L. P. (Postmaster General)—5249.

I shall answer my hon. friend's question in the order in which he referred to them, 5249-56. Replies to remarks of Mr. Tobin, 5261-3. Letter of John Hays, M.D., re dismissal of Denison, 5264-5.

Tobin, E. W. (Richmond and Wolfe)—5259.

Dismissals of postmasters referred to and correspondence quoted, 5259-61.

SUPPLY—PUBLIC WORKS.

Public buildings, Ottawa—New departmental buildings and sites therefor, \$1,000,000, 1875.

Carvell, F. B. (Carleton, N.B.)—1876.

Refers to practice of letting work on cost plus 12½ per cent, which must lend to extravagance, 1877. Whole trouble arises from political considerations, 1880. Dozens of contractors in Canada would have been pleased to do the work, 1881.

Fripp, A. E. (Ottawa)—1879.

Work was started in ordinary way with a competent foreman and assistant, and they worked night and day, 1879. Foundation Company are doing work with fewer men but they are high-priced men, 1880.

Macdonald, E. M. (Pictou)—1878.

This vast expenditure, made without tender or contract, in contravention of statute, ought to call forth fullest examination from every member of committee, 1878.

Rogers, Hon. R. (Minister of Public Works)—1875.

Vote of \$1,000,000 is required for purchase of properties, etc., west of Supreme Court building, 1875. Work has been expensive but officers and myself have tried to keep down cost, 1878.

SUPPLY—PUBLIC WORK.

Public Buildings, Ottawa—Victoria Memorial museum, \$40,000, 1882.

Bouley, H. (Rimouski)—1889.

Believe that city of Ottawa is in a better position than any other city to provide for its own municipal requirements, 1890.

Carvell, F. B. (Carleton, N.B.)—1887.

Believe that people of Ottawa are the ones to settle this question, 1887.

SUPPLY—PUBLIC WORKS—*Con.*

Fripp, A. E. (Ottawa)—1886.

Implore government to take a decided stand on question of what shall be proper source of water supply for Ottawa, 1887.

Lemieux, Hon. R. (Rouville)—1882.

Hope minister will not yield to clamour of certain people for closing of museum on Sunday, 1882. Think that public opinion in Ottawa favours idea of a federal district. Admit that there is no place in Canada like Ottawa for capital of Dominion, 1889.

Macdonald, E. M. (Pictou)—1882.

Find in Ottawa that public opinion is growing that we ought to have commission system of government, 1882. Idea of a federal district in which Canada's capital should be is one that has been viewed with favour in this country, 1888.

Maclean, W. F. (York South)—1883.

Would like to see question approached in a broad way, 1883. If parliament is to sit all year round we ought to have a capital that is fairly possible in summer and winter, 1884. Think it is a good idea that Ottawa people should understand that they have duties in this matter, 1887.

Rogers, Hon. R. (Minister of Public Works)—1882.

There is no intention whatever of closing museum on Sunday, 1882. Many people are in favour of idea of a federal city and many oppose such an undertaking on part of government, 1885.

SUPPLY—PUBLIC WORKS.

Public Buildings, Ottawa—Royal Mint—Refinery—Additional story to building, \$35,000, 1882.

Rogers, Hon. Robert (Minister of Public Works)—1882.

Amount is required to give more room for work of mint, 1882.

SUPPLY—PUBLIC WORKS.

Amherst drill hall, \$70,000 1890.

Nesbitt E. W. (Oxford North)—1890.

There is no reason, in a country like ours to build an armoury and drill hall in a town of 10,000 to cost \$120,000, 1890.

Pardee, F. F. (Lambton West)—1890.

Think careful consideration of expenditures for drill halls is in order at present time, 1890.

SUPPLY—PUBLIC WORKS.

Bear River public building, \$4,000, 1893.

Carroll, W. F. (Cape Breton South)—1895.

People are objecting to building because it is not being built as quickly as possible, 1895.

SUPPLY—PUBLIC WORKS—*Con.*

Chisholm, A. W. (Inverness)—1895.

Refers to \$3,000, for a building at Hawkesbury being dropped, 1895.

Chisholm, Wm. (Antigonish)—1896

Think this is a good time to ask for a public building in Antigonish, 1896. Case of public building at Bear River is a sample of what has taken place in many parts of Nova Scotia, 1897.

Kyte, G. W. (Richmond, N.S.)—1894.

It does appear as though minister has not the information one would expect if he seriously intended to erect this building, 1894.

Law, B. B. (Yarmouth)—1895.

Have personally no objection to erection of a public building at Bear River, 1894.

Rogers, Hon. Robert (Minister of Public Works)—1893.

Bear River is situated on a navigable river which enters the Annapolis basin and connects with Bay of Fundy, 1893. Department cannot in one year, erect all the public buildings that are asked for in every part of country, 1897.

SUPPLY—PUBLIC WORKS.

Bridgetown public building, \$4,000, 1897.

Michaud, Pius (Victoria, N.B.)—1898.

Think that in all fairness town of Edmundston should have a public building, 1898.

Rogers, Hon. Robert (Minister of Public Works)—1897.

This is a re-vote for purchase of a site for erection of a public building in Bridgetown, 1897. Bridgetown is entitled to a post office and it will receive early consideration of department, 1899.

SUPPLY—PUBLIC WORKS.

Canning public building, \$5,000, 1899.

Kyte, G. W. (Richmond, N.S.)—1900.

Refers to four polling subdivisions and a public building erected in any one of them would not accommodate others, 1900.

Maclean, A. K. (Halifax)—1899.

Have not slightest doubt that site offered by Sir Frederick Borden, is in every respect suitable, 1899.

Rogers, Hon. Robert (Minister of Public Works)—1899.

Free site was offered by Sir Frederick Borden on condition that it should be a post office site, so it was not accepted, 1899.

SUPPLY—PUBLIC WORKS.

Dartmouth, new public building, \$40,000, 1901.

SUPPLY—PUBLIC WORKS—*Con.*

Maclean, A. K. (Halifax)—1901.

Any statement of population should include only number of residents within district to be served by proposed post office, 1901.

Rogers, Hon. Robert (Minister of Public Works)—1901.

Negotiations for site are closed and plans are being prepared for building and we will go ahead with it immediately, 1901.

SUPPLY—PUBLIC WORKS.

Fort Cumberland (Fort Beauséjour)—restoration, \$5,000, 1901.

McKenzie, D. D. (Cape Breton North and Victoria)—1901.

This is an institution which has been almost entirely forgotten in Nova Scotia, 1901.

Rogers, Hon. Robert (Minister of Public Works)—1901.

Shall be glad to let item stand until Minister of Militia is here, 1902.

SUPPLY—PUBLIC WORKS.

Halifax citadel—New quarters for single men and recreation establishment, \$15,000, 1902.

Kyte, G. W. (Richmond, N.S.)—1903.

Would suggest that we postpone such items until Minister of Militia is present, 1903.

Pardee, F. F. (Lambton West)—1902.

Military expenditure in Dominion is greater than is really approved of by people of Canada, 1902.

SUPPLY—PUBLIC WORKS.

Halifax—Postal station at north end, \$55,000, 1904.

Rogers, Hon. Robert (Minister of Public Works)—1904.

The site has a united frontage of 60 feet on Gottingen street, and depth of 100 feet along Prince William street, 1904.

SUPPLY—PUBLIC WORKS.

Halifax—Quarantine station on Lawlor's island, \$25,000, 1905.

Chisholm, A. W. (Inverness)—1905.

When items concerning buildings for quarantine or militia are under consideration, minister of these departments should be here, 1905.

Rogers, Hon. Robert (Minister of Public Works)—1905.

This is a re-vote of \$25,000 for erection of new buildings and improvement of existing buildings on Lawlor's island, 1905.

SUPPLY—PUBLIC WORKS.

Hantsport public building, \$4,000, 1906.

Maclean, A. K. (Halifax)—1906.

Feel that a protest should be made against construction of unnecessarily expensive building for post office purposes, 1906.

Rogers, Hon. Robert (Minister of Public Works)—1906.

Am trying to lay down a hard and fast rule in regard to cost of buildings, 1906.

SUPPLY—PUBLIC WORKS.

North Sydney public building—Improvements, \$5,000, 1907.

McKenzie, D. D. (Cape Breton North and Victoria)—1907.

Items referred to were all dropped with change of government, 1907.

Rogers, Hon. Robert (Minister of Public Works)—1907.

Shall supply information later on, 1907.

SUPPLY—PUBLIC WORKS.

Truro—New public building, \$40,000, 1908.

Law, B. B. (Yarmouth)—1908.

Refers to article in Yarmouth Herald. Accommodation in our public building at Yarmouth is altogether inadequate for post office requirements, 1908. Yarmouth is sufficiently important to deserve better treatment, 1909.

McKenzie, D. D. (Cape Breton North and Victoria)—1909.

Submit necessity for providing extra accommodation at North Sydney, 1909.

Rogers, Hon. Robert (Minister of Public Works)—1908.

Have entirely outgrown old building there, 1908. Representations made will be submitted through 'Hansard' to officer of department, 1910.

SUPPLY—PUBLIC WORKS.

Land and cable telegraph lines—Lower St. Lawrence, including working expenses of vessels required for cable service—further amount required, \$44,000, 2375.

Borden, Rt. Hon. R. L. (Prime Minister)—2375.

The telegraph system was extended into the thinly settled portions of the sea-coast largely as a means of getting prompt news concerning marine disasters, 2375.

Carvell, F. B. (Carleton, N.B.)—2375.

If there is any good reason for these government telegraph lines I should like to hear it, 2375.

Rogers, Hon. Robert (Minister of Public Works)—2375.

This item is required to complete payments for the fiscal year for the land and cable lines and working expenses of vessels employed in the service, 2375.

SUPPLY—PUBLIC WORKS.

Public Works—Chargeable to collection of revenue—Telegraph lines—British Columbia—further amount required, \$30,000, 2375.

Carvell, F. B. (Carleton, N.B.)—2375.

This is a large amount and naturally raises the question whether the government is not launching out in a general scheme of telegraph lines, 2375.

Rogers, Hon. Robert (Minister of Public Works)—2375.

This sum is required for the repairs and working expenses of the B.C. system, 2375.

SUPPLY—PUBLIC WORKS.

Amherst drill hall, \$70,000, 4182.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4182.

Inquires as to what Improvement Commission intends to do this year in Ottawa and when customs building on Sussex street will be finished, 4182. Asks if anything has been done in regard to the new public buildings for Ottawa, 4183.

Maclean, A. K. (Halifax)—4183.

Reference made to site for Canning public building, 4183.

Rogers, Hon. Robert (Minister of Public Works)—4182.

The usual amount will be expended by commission. No definite knowledge as to when customs building will be finished, 4182.

SUPPLY—PUBLIC WORKS.

Fort Cumberland (Fort Beauséjour) restoration, \$5,000, 4183.

Chisholm, A. W. (Inverness)—4187.

Is it the minister's intention to establish a telephone system similar to other telephone systems found all over the country? 4187.

McKenzie, D. D. (Cape Breton North and Victoria)—4183.

Why single out this old fort in Cumberland and deal with it separately? 4184. I do not understand why \$5,000 of the hard-earned money of the people of Canada should be taken to commemorate this old hole. I do not see the utility of it, 4184-5. Asks for information as to government telegraph lines, 4185-8.

Rhodes, E. N. (Cumberland)—4184.

Explains where the fort is and reason for vote, 4184-5.

Rogers, Hon. Robert (Minister of Public Works)—4186.

As regards the matter of changing the telegraph to a telephone system, I may say that, in response to a petition and request from the people in certain localities, certain changes have been made, and it is the object and purpose of the department

SUPPLY—PUBLIC WORKS—*Con.*

to make those changes where they are deemed to be desirable and in the public interest, 4186.

SUPPLY—PUBLIC WORKS.

Hampton public building, \$21,000, 4189.

Devlin, E. B. (Wright)—4190.

Unless there is some very grave reason for erecting such an expensive post office in so small a place, it would seem to be somewhat of a scandal, 4190.

Fowler, G. W. (Kings and Albert)—4189.

I think this is a very proper expenditure which will reflect credit on the government, 4189.

Pugsley, Hon. Wm. (St. John City)—4189.

I think my hon. friend ought to explain why this very large expenditure is being made, and which is so contrary to every declaration which was made in this House during the time I was Minister of Public Works, 4189.

Rogers, Hon. Robert (Minister of Public Works)—4190.

I gave definite and distinct instructions to the chief architect that in future no plans must be made for any public building in any town with a population of 1,000, that would cost more than \$12,000 or \$14,000. That is the rule of the department now, and it will be carried out, 4190.

SUPPLY—PUBLIC WORKS.

Montreal—Postal Station 'A' St. James St., \$30,000, 4192.

Lemieux, Hon. R. (Rouville)—4192.

Thinks that purchase of Carslake site is not warranted, 4192. In Montreal it is common talk that this is a matter of speculation, 4193.

Rogers, Hon. Robert (Minister of Public Works)—4193.

In respect to the price of the Carslake hotel property, every care will be exercised. We are not placing a valuation upon it but are simply leaving the value to be fixed by Judge Cassels of the Exchequer Court, and every care will be exercised and all evidence will be produced in order that the department and the government may not be asked any more for the property than it is really worth, 4194.

SUPPLY—PUBLIC WORKS.

Ottawa Parliament Buildings—Improvements, \$17,000, 4197.

Lemieux, Hon. R. (Rouville)—4197.

Complains of elevators and interior of commons, 4198.

Maclean, A. K. (Halifax)—4198.

Suggests improvements to Commons buildings, 4198.

SUPPLY—PUBLIC WORKS—*Con.*

Rogers, Hon. Robert (Minister of Public Works)
—4198.

Explains what vote is to be used for, 4197.
Promises consideration to question of improvements, 4198.

SUPPLY—PUBLIC WORKS.

Battleford Public buildings, improvements,
\$5,500, 4200.

Neely, D. B. (Humboldt)—4200.

Makes a strong plea for a larger vote for Saskatchewan because of its growing importance, 4200.

Rogers, Hon. Robert (Minister of Public Works)
—4201.

If my hon. friend will renew his requests before the next estimates are brought down, he will find that I will be ready to endeavour to secure the necessary sums for the erection of public buildings in the growing towns of Saskatchewan, in common with the other provinces of the West, 4201.

SUPPLY—PUBLIC WORKS.

Water, \$39,000, 4206.

McKenzie, D. D. (Cape Breton North and Victoria)—4206.

This water question has been a disgrace to the city of Ottawa for the past ten years, 4206.

Rogers, Hon. Robert (Minister of Public Works)
—4207.

The water supplied in the House of Commons and all the public buildings is absolutely pure and safe, 4207.

SUPPLY—PUBLIC WORKS.

Nova Scotia—harbours and rivers, \$889,550,
4207.

Carroll, W. F. (Cape Breton South)—4207.

Calls attention to the improvements needed in the harbour of Glace Bay, 4207.

McKenzie, D. D. (Cape Breton North and Victoria)—4208.

Complains of dues being charged fisherman for use of wharfs, 4208.

Rogers, Hon. Robert (Minister of Public Works)
—4207.

Promises to look after the dredging in Glace Bay, 4207.

SUPPLY—PUBLIC WORKS.

Margaree harbour—repairs to breakwater,
\$4,200, 4209.

Chisholm, A. W. (Inverness)—4209.

Thinks the vote is not sufficient to put the harbour in proper condition. Reference made to the condition of Port Hood harbour, 4209-10.

SUPPLY—PUBLIC WORKS—*Con.*

Rogers, Hon. Robert (Minister of Public Works)
—4210.

If a promise was made by the leader of the government that certain work would be carried out that promise will be kept, 4210.

SUPPLY—PUBLIC WORKS.

New Brunswick, Bathurst—harbour improvements, \$100,000, 4212.

Turgeon, O. (Gloucester)—4212.

Urges that inside bars be dredged to the level of the harbour.

Rogers, Hon. Robert (Minister of Public Works)
—4213.

Asks if Mr. Turgeon considers the work impracticable, 4213.

SUPPLY—PUBLIC WORKS.

Ville Marie wharf, \$5,000, 5214.

Graham, Hon. G. P. (Renfrew South)—5219.

Refers to charge of post office site at the town of Eganville, 5219. Quotes memo forwarded to government, 5220-1.

Nesbitt, E. W. (Oxford North)—5218.

Refers to public building at Brantford, 5218.

Rogers, Hon. Robert (Minister of Public Works)
—5219.

The department has had this matter under consideration, and has given instructions to the architects that in future more attention must be paid to the size and cost of the public buildings to be erected, 5219.

Tobin, E. W. (Richmond and Wolfe)—5214.

Inquires about erection of public building at Weedon and quotes letters in reference, 5214-18.

White, G. V. (Renfrew North)—5222.

Combats argument of Mr. Graham with regard to change of site for post office at Eganville, 5222-4.

SUPPLY—PUBLIC WORKS.

Dredging, \$3,420,300, 5224.

Chisholm, Wm. (Antigonish)—5227.

Refers to fencing around public buildings and dredging in Antigonish harbour, 5227-9.

Pugsley, Hon. Wm. (St. John City)—5224.

Refers to dredging at St. John, 5224.

Rogers, Hon. Robert (Minister of Public Works)
—5224.

Answers inquiries of Mr. Pugsley and promises to give further information, 5224. Replies to Mr. Sinclair's remarks, 5226-7.

SUPPLY—PUBLIC WORKS—*Con.*

Sinclair, J. H. (Guysborough)—5224.

Reference made to public building at Canning, and petition of citizens and letters of Sir F. Borden quoted, 5224-6. Reference also made to wharf at Sand Point on the strait of Canso, 5229.

SUPPLY—PUBLIC WORKS.

Miscellaneous, \$380,408.16, 5237.

Chisholm, Wm. (Antigonish)—5239.

Refers to Mr. Duchemin's investigations and his charges therefor, 5239.

Graham, Hon. G. P. (Renfrew South)—5237.

Asks explanation of payment of \$35,641.50 to the Western Dry Dock and Shipbuilding Co., Port Arthur, 5237.

MacNutt, Thomas (Saltcoats)—5240.

Draws attention to what he considers an omission in expenditure of public money at Melville, Sask. Letter quoted, 5240-1.

McKenzie, D. D. (Cape Breton North and Victoria)—5238.

Refers to investigations held under the Inquiries Act, 5238.

Rogers, Hon. Robert (Minister of Public Works)—5239.

My hon. friend complains mostly of overcharges, but when he gets down to an item of which he has personal knowledge he admits that Duchemin only charged this country half of what the hon. member personally knows it must have cost him, 5239. Promises to meet the wishes of Mr. MacNutt at the earliest opportunity, 5241.

Verville, A. (Maisonneuve)—5241.

Asks information re dismissal of assistant engineer in the Dept of Public Works at Montreal, 5241.

SUPPLY—PUBLIC WORKS.

Telegraph lines—Construction of lines from Athabaska Landing to Fort McMurray; to complete, \$45,000, 5241.

McKenzie, D. D. (Cape Breton North and Victoria)—5243.

Refers to wharf at Cap Rouge, Inverness Co., and appeals to minister to consider the claim of the contractors, 5243-4.

Oliver, Hon. Frank (Edmonton)—5242.

While it is perhaps a matter with which I need not concern myself particularly, I think it is only fair that the minister should be made aware of the fact that a large amount of money has been expended and a very small amount of result has been achieved, 5243.

Rogers, Hon. Robert (Minister of Public Works)—5241.

Gives statement of condition of line, 5241-4. Promises consideration of facts as stated by Mr. McKenzie, 5244.

SUPPLY—PRIVY COUNCIL.

Royal Northwest Mounted Police—To compensate members of the Royal Northwest Mounted Police for injuries received while in discharge of duty, \$3,000, 716.

Borden, Rt. Hon. R. L. (Prime Minister)—717.

Quite concur in spirit of hon. gentleman's observations, 717.

Oliver, Hon. Frank (Edmonton)—716.

Occasion may arise at any moment when a policeman must face death, 716. Think country should be substantially behind him in that difficult circumstance, 717.

SUPPLY—PRIVY COUNCIL.

Royal Northwest Mounted Police—Northwest territories, Yukon territory, provinces of Alberta and Saskatchewan, pay of force, \$78,000, 708.

Borden, Rt. Hon. R. L. (Prime Minister)—708.

Am informed that they pay \$5,000 a year, 708. Refers to memorandum on 708-09. The recruiting of native born Canadians has not been as successful as might have been expected. Mounted Police force differs radically from a military force, 710. Am bound to say that results of recruiting in British Islands are all we could have expected, 711. In some cases the evidence was somewhat circumstantial, 712. Duty of deciding upon such cases is not only a very responsible but a very difficult one. Stokily case had very peculiar circumstances, 713. It sometimes happens that there is an opportunity to appoint some one from outside of force, 716.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—708.

Would like to know what amount is paid by Manitoba, if any, towards maintenance of police, 708. Refers to report, 709. Example of Civil Service of India is not at all apposite to question. Call attention to cases in which sentence of death has been commuted, 711-12. Report goes to whole country, there are four cases which appear to have been commuted without sufficient reason, 713.

Oliver, Hon. Frank (Edmonton)—714.

Only object is to secure the best result from the organization and efforts of the force. Has been serious increase in unpunished crime in western provinces within recent years, 714. If it is a question of efficiency, that should be attended to, 715.

SUPPLY—PRIVY COUNCIL.

Royal Northwest Mounted Police—Pensions to families of members of the force who lost their lives while on duty: Beatrice Maud and Laura May Grundy, \$36.61; Margaret Johnson Brooke, \$273.75; Annie Eva Emily and Arthur Stewart Mountford Brooke, \$109.50; Mrs. Elizabeth Willmet, \$54.75; Mrs. Elizabeth Fitzgerald, \$525; pension to J. B. Allan, \$450, 717

SUPPLY—PRIVY COUNCIL—*Con.*

Borden, Rt. Hon. R. L. (Prime Minister)—717.

Will ask comptroller to give consideration to suggestion and to report to me with regard to it, 717.

Oliver, Hon. Frank (Edmonton)—717.

These seem to be very small pensions. One of the improvements I suggest is the granting of commissions only to members of the force, 717.

SUPPLY—RAILWAYS AND CANALS.

Department of Railways and Canals, \$201,150, 438.

Macdonald, E. M. (Pictou)—438.

We would like to know whether Mr. Guterli is bigger than the minister and just what his duties are. Asks for papers in re purchase of American coal, 433. Asks for correspondence re diversion of railway in eastern part of N.S., 434.

Reid, Hon. J. D. (Minister of Customs)—439.

Minister of Railways and Canals ill. Asks hon. gentlemen to pass items. Names of officials given, 439.

SUPPLY—RAILWAYS AND CANALS.

National Transcontinental Railway—Refund of security deposited by George Goodwin on tender, station building between Cochrane and Superior Junction, \$27,500, 2371.

Borden, Rt. Hon. R. L. (Prime Minister)—2371.

I know something about this personally and I really think that Mr. Goodwin is entitled to get his money back, 2371.

German, W. M. (Welland)—2371.

It seems a pretty dangerous precedent to establish, 2371.

Kyte, G. W. (Richmond N.S.)—2371.

Is it the practice to make refunds to tenderers who refuse to enter into a contract, 2371.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2371.

This is a refund to Mr. Goodwin, 2371.

SUPPLY—RAILWAYS AND CANALS.

Canals—Construction Welland ship canal, \$1,000,000, 2963.

Arthurs, J. (Parry Sound)—2969.

Believe personally that commission will report in favour of building the canal, 2969.

Bennett, W. H. (Simcoe East)—2978.

Want to point out that majority of vesselmen in Canada are frightened at the deepening of Welland canal, 2978. In the meantime it is the duty of government to do everything possible to improve elevator facilities at Montreal, 2979.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Burnham J. H. (Peterborough West)—2972.

Am persuaded that the people who are arguing in favour of Georgian Bay canal are animated by a desire for general benefit of Canada, 2972. People to-day are making subject of their care fit their preconceived theories instead of making their theories fit the object of their care, 2973.

Devlin, E. B. (Wright)—2968.

Whole scheme of Georgian Bay canal has been always associated with the Welland canal, 2968.

German, W. M. (Welland)—2982.

Wish to say that Georgian Bay canal is absolutely an impossible proposition financially, 2982. Would like to see St. Lawrence canals enlarged so that those ships could go straight through to Montreal, 2983.

Graham, Hon. G. P. (Renfrew South)—2969.

Must exercise our right and discuss Georgian Bay canal along with the Welland. Have always favoured the immediate construction of Welland canal, 2970. Money must be expended in making St. Lawrence channel, east of Montreal, more safe than it is at present, 2971. House entertained serious doubts whether the St. Lawrence canals could be deepened without a system of dams in the river, 2977.

Kyte, G. W. (Richmond N.S.)—2963.

It is very important that as little delay as possible should take place in connection with improvement of St. Peter's canal, 2963. Thinks it is of greatest importance that work be continued so that employment may be given to men who are dependent upon that work for their livelihood, 2964.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2978.

Believe we need the Georgian Bay canal, but we need the Welland canal just as much, 2978.

Lemieux, Hon. R. (Rouville)—2965.

Regret that government has not thought it proper to undertake construction of Georgian Bay canal, 2965. Wish to emphasize the importance of this question of the Georgian Bay canal, 2974.

Macdonald, E. M. (Pictou)—2985.

Question before people of North Renfrew to-day is what is this government going to do, 2985.

McKenzie, D. D. (Cape Breton North and Victoria)—2964.

Am also particularly interested in the navigation of St. Peter's canal, 2964. Hope that work will be pushed forwards as rapidly as possible, 2465.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Oliver, Hon. Frank (Edmonton)—2980.

Unless we have all these different outlets we cannot achieve that development we hope to have, 2981. Object to being saddled with responsibility for canals construction as being a necessity for western development, 2986.

Pelletier, Hon. L. P. (Postmaster General)—2966.

Georgian Bay canal does not relate to this department and should not be brought up now, 2966. Commission has been appointed in order to have further light on commercial feasibility of project, 2967.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2963.

Owing to bad weather, etc., last season do not think work will be completed until 1915, 2963. Our exports from Montreal to Quebec are increasing rapidly, 2975. The deepening of the Welland canal is a work that will pay for itself in a very few years, 2976. Difficulty has been that we have not had facilities at St. John or Halifax to handle grain during winter months, 2981. Refers to statement showing all the tenders for each section, 2987-88.

White, G. V. (Renfrew North)—2983.

Am glad to know where member from Welland stands in regard to Georgian Bay canal, 2983.

SUPPLY—RAILWAYS AND CANALS.

Lachine canal—improvements, lock 4, \$90,000; concrete vertical walls, \$125,000, 2989.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2989.

The \$90,000 is to cover the removal of the banks obstructing the entrance to lock 4, and for other work there, 2989.

SUPPLY—RAILWAYS AND CANALS.

Enlarging Port Colborne elevator, \$75,000, 2989.

German, W. M. (Welland)—2990.

Would suggest that gravel be bought from Canada rather than United States, 2990.

Graham, Hon. G. P. (Renfrew South)—2990.

People of Canada should be proud to know their elevator is at least up to the standard of company-owned elevators, 2990.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2990.

It is proposed to enlarge elevator from its present capacity of 800,000 bushels to 2,000,000, 2990.

SUPPLY—RAILWAYS AND CANALS.

Soulanges canal—protection works, upper entrances, \$110,000; new mooring posts, \$3,500, 2989.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Graham, Hon. G. P. (Renfrew South)—2989.

This could only be done in a temporary way before the meeting takes place in May, 2989.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2989.

This work is being done under contract by Haney, Quinlan and Robertson, 2989.

SUPPLY—RAILWAYS AND CANALS.

Cornwall canal—Improving lower entrance, lock 15, \$2,500; improvements, \$1,200; rebuilding lower entrance pier, lock 20, \$21,000; walls at upper entrance old locks 19 and 20, \$4,500; total, \$39,500, 2990.

Graham, Hon. G. P. (Renfrew South)—2991.

Do not think they should be paid any damages, but it would be fair to pay a reasonable amount for work, 2991.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2990.

Old cribwork forming the outer end of north entrance pier at lock No. 20 is in a very bad condition and must be taken down at once, 2990. Shall endeavour to come to some arrangement that is fair and just, 2991.

SUPPLY—RAILWAYS AND CANALS.

Quebec canals—Dredging, \$31,000; new hull for derrick, \$8,000; concrete facing dam at Valleyfield, \$26,000; protection walls, lake St. Francis, \$6,000, 2991.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—2991.

Had been pressing Cossette and Company to proceed with work and they refused to so contract was cancelled, 2992. Contract was cancelled because they would not go on with work, 2993. Acted entirely on recommendation of officials of the department, 2994.

Robb, J. A. (Huntingdon)—2992.

These people were given contract on July 26, and it is reasonable to think that they would have a week to get to work, 2992. Contractors were prepared to go on with work this spring, when they discovered their opponents in Valleyfield were objecting to their doing the work, 2993.

SUPPLY—RAILWAYS AND CANALS.

I.C.R.—Amherst—Additional facilities, \$16,000, 3178.

Chisholm, Wm. (Antigonish)—3179.

Refers to a petition of Antigonish board of trade and question asked in January *re* railway route between Country Harbour and South River Valley, 3179. The people there want the road, and are entitled to it, and it should no longer be denied or delayed to them, 3180. The question of refund of damages paid by Pictou An-

SUPPLY—RAILWAYS AND CANALS—*Con.*

tionish and Guysborough for I.C.R. right of way referred to, 3183. Address of Nova Scotia Legislature to Governor General, resolution of Antigonish council and report of Privy Council in reply quoted, 3184-6. Further argument of government of Nova Scotia quoted. The Laurier government showed its sympathy with the claimants by directing that the whole matter so far as these claims are concerned should be left to arbitration, 3186-87. It would seem manifestly unfair that Dominion Government, representing the whole of Canada, should take over that railway as a part of the Intercolonial railway belonging to the whole of Canada and constructed and operated for the whole of Canada, and not for the convenience or accommodation of any particular section of it, without paying for it every cent that it actually cost, 3188. After the award was made in favour of the province and the amount thereof nearly three-quarters of a million dollars was paid, the municipalities claimed the province should recoup the amounts expended by them, 3189. I have no doubt that, had the municipalities promptly pressed their claims against the Dominion Government, they would, in the face of that Burton award, have been settled long before now. But as I have already stated, it is easy to be wise after the act, 3190. Tanners report and statement of claim of Pictou quoted, 3191.

Lemieux, Hon. R. (Rouville)—3181.

Speaking of branch lines I wish to say a word in favour of the Gaspé railway. It serves a very rich section of the country, which might be very prosperous in the line were in good order. If the government were to make the necessary arrangements with the company and obtain the road upon fair terms, I am sure that they would be really doing something for that most interesting section of the country, 3181.

Macdonald, E. M. (Pictou).

The cost of the right of way was paid by the municipalities mentioned, not voluntarily, but under an Act of the province of Nova Scotia which imposed the liability upon them. Chief engineers letter quoted with reference to I.C.R. between Moncton and New Glasgow and Sydney, 3192. Special report to Gutelius on same matter quoted. The report of the chief engineer points out some advantages that would result from this plan, but it does not mention all, 3193. I am here to ask the Minister to carry out the recommendation of his own officials, 3194.

McKenzie, D. D. (Cape Breton North and Victoria)—3195.

In the island of Cape Breton, from which I come, it is particularly important that any general improvements contemplated should have reference to the facilities at the strait of Canso, 3195. I wish that the minister, when he is looking to bet-

SUPPLY—RAILWAYS AND CANALS—*Con.*

terment of the conditions of the Intercolonial railway, would make inquiry as to whether a bridge should not be built across the strait of Canso. Now that government is abandoning that five miles of road, and that it is not to be put to the use for which the town of North Sydney bought the right-of-way, the municipality should be put in the position in which it was before, and the money it paid for the right-of-way refunded to it, 3196.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3178.

This is for improving the sidings and for general work around the yard at Amherst, necessary on account of the increased traffic, 3178. I will certainly look into the matter myself and see if I can get any further information, 3180. During the time that I have been acting for the Minister of Railways and Canals, I have certainly been convinced that it would be a good thing for the Intercolonial and a good thing for many parts of the country if these branch lines were taken over, 3182. What makes me feel specially that it is difficult for the government to assume this claim is that Hon. Mr. Fielding, ex-Minister of Finance, was Prime Minister of the province of Nova Scotia, as I understand it, when this road was sold to the Dominion Government. Of course, he knew all the facts in connection with case. The claim was presented to him in 1897, and, no doubt, pressed very strongly upon him. I am surprised that he was not able to do something in the matter if he considered the claim a just and fair one, 3191-2.

Sinclair, J. H. (Guysborough)—3182.

Can the Minister tell us what is proposed this year in branch line construction, 3182. Thinks the Minister should tell committee whether department intends doing anything this year or not, 3183. I would like to say a word with reference to the matter brought up by Mr. Chisholm, because my constituency is interested, and I would like the minister to give the matter his careful attention, 3194. A good deal of money has been spent in surveys and investigations, but the country has not yet got information as to the policy of the government in regard to this matter or as to the result of the investigations, 3195.

SUPPLY—RAILWAYS AND CANALS.

Board of Railway Commissioners of Canada,
\$175,000, 4160.

Graham, Hon. G. P. (Renfrew South)—4160.

There is a good deal of talk as to two members of this board retiring, and there is also a suggestion that the size of the board is to be reduced, 4160.

Lemieux, Hon. R. (Rouville)—4160.

Thinks that the government should retain Dr. Mills in its service, 4160.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4160.

The vacancies, of course, will be filled. I have not heard anything as to increasing or decreasing the size of the board, 4160.

SUPPLY—RAILWAYS AND CANALS.

Rideau canal—Repairs and replacements of dams, \$30,000, 4161.

Edwards, J. W. (Frontenac)—4162.

Refers to lighting of canal from Brewer's mills to Kingston, 4162.

Graham, Hon. G. P. (Renfrew South)—4161.

Refers to Hydro-Electric Commission and powers on the Rideau, 4161.

SUPPLY—RAILWAYS AND CANALS.

Trent canal—Construction, \$1,250,000, 4162.

Graham, Hon. G. P. (Renfrew South)—4162.

I would like to know from the minister, what the condition of the work is, and how long it will take to complete. Asks information *re* litigation between the Dominion and province of Ontario as to the rights of the Seymour Power Co., 4162-3.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4163.

I know that the Minister of Justice has brought the matter before the courts but it has not yet come to trial. I will certainly get the minister to give me a full statement, so that I can have it for the hon. member before we take up any of the other items, 4163.

SUPPLY—RAILWAYS AND CANALS.

National Transcontinental Railway—Construction, \$8,000, 4453.

Carvell, F. B. (Carleton, N.B.)—4453.

I feel that the government have not accomplished what might have been accomplished in the way they have managed this road in the past year and a half, 4453. If we had the assurance of a satisfactory freight rate, and that we could get the lumber away, we could do business next year. But without that assurance we cannot do anything, 4455.

Gauvreau, C. A. (Temiscouata)—4461.

You cannot get it out of the minds of people outside of this House that Mr. Gutelius is under pay by the Canadian Pacific railway to let the Canadian Pacific railway profit by every pound of freight that can be diverted from the Intercolonial railway to the Canadian Pacific railway, 4461-3.

Lawrier, Rt. Hon. Sir Wilfrid (Quebec East)—4456.

You cannot operate a railway without shops, and the government have located the shops of the Grand Trunk Pacific

SUPPLY—RAILWAYS AND CANALS—*Con.*

eight miles away, without any connection with the main line. Under such conditions the Grand Trunk Pacific may say that the line is not complete and that they will not take it, 4456.

McCrea, F. N. (Sherbrooke)—4454.

Inasmuch as this road is completed for over 100 miles I should think the government could arrange for the Grand Trunk Pacific to take over and operate it as part of their new system and to give us through rates, 4454.

Michaud, Pius (Victoria, N.B.)—4455.

Would like to see a good service adopted between Moncton and Levis, 4455.

Pelletier, Hon. L. P. (Postmaster General)—4462.

Defends Mr. Gutelius and his management of the I.C.R., 4462-3.

Pugsley, Hon. Wm. (St. John City)—4457.

Apparently nothing whatever has been done since last session towards having the Grand Trunk Pacific operate the sections of the line in New Brunswick which have been completed, 4457. The Grand Trunk Pacific apparently do not know where they are at so far as doing business through Maritime provinces ports is concerned, and not a thing has been done since September, 1911, 4458. The acting minister does not profess to have any knowledge on the subject at all, and simply says that he believes that the Grand Trunk Pacific has been approached, 4459. Certainly it is a curious thing for the acting minister to suggest the possibility that they might refuse to operate it, 4461.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4453.

As I understand, the road from Edmundston to Moncton is completed and has been under operation for a year and a half, 4453. I agree that through rates should be given; but the Grand Trunk Pacific refuse to take the road over and temporary arrangements were made with the Intercolonial railway to Edmundston, 4454. The delay in not having the road completed is not the fault of this government, 4459.

SUPPLY—RAILWAYS AND CANALS.

Hudson Bay Railway—construction of railway terminals and elevators, \$4,500,000, 4464.

Carvell, F. B. (Carleton, N.B.)—4477.

Refers to the removing of rails from that portion of I.C.R. from Chatham Junction to Blackville, 4477.

Kyte, W. G. (Richmond, N.S.)—4479.

Asks for further information *re* survey on line between St. Peters and Sydney, 4479-81.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Loggie, W. S. (Northumberland, N.S.)—4478.

The point I wish to make is that 140 families who have enjoyed for some forty years the privilege of a railroad constructed to some extent by the public moneys of the country, are to be deprived of their means of transportation, 4478. The people have a grievance, and they will resent very keenly when the opportunity is given them the removal of the rails that they have had the privilege of using for so many years, 4479.

Maclean, A. K. (Halifax)—4466.

Reference made to men engaged in Nova Scotia in connection with the terminals at Port Nelson, 4466-7.

McCurdy, F. B. (Shelburne and Queens)—4467.

Attention called to men who were engaged under contract to work at Hudson Bay, 4467-8.

McKenzie, D. D. (Cape Breton North and Victoria)—4468.

Complaint of four seamen of Montreal engaged for work at Hudson Bay placed before the committee, 4468-70.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4464.

Gives information as to progress of work, 4464-6. Explains difficulty with men engaged to work at Port Nelson, 4468. Promises to have the matter complained of by Mr. McKenzie looked into at once. Letter of explanation from Mr. Banham, of Montreal, quoted, 4476-7. The rails have not been taken up in the more settled portions of the district, 4477. I do not know what condition the question is in at the present moment, 4479.

Sinclair, J. H. (Guysborough)—4481.

Asks for information in regard to the proposed branch railway in Guysborough, 4481-3.

SUPPLY—RAILWAYS AND CANALS.

Prince Edward Island Railway—to increase accommodatiton and facilities along the line, \$5,200, 4483.

Hughes, J. J. (Kings, P.E.I.)—4483.

Refers to railway from Bridgetown and Dundas and also to the wharf at Souris, 4483-4.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4483.

There has been no survey or report. Will take the matter up with the minister, 4483-4.

SUPPLY—RAILWAYS AND CANALS.

Prince Edward Island Railway—to provide car ferry, construct terminals and necessary connections, \$1,500,000, 4484.

Hughes, J. J. (Kings, P.E.I.)—4484.

What progress has been made and when will ferry be in operation, 4484.

65606—18

SUPPLY—RAILWAYS AND CANALS—*Con.*

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4484.

Car ferry will be ready early in fall of 1915, 4484.

SUPPLY—RAILWAYS AND CANALS.

Intercolonial railway—Diversion of line between North Sydney and Leitches Creek, \$160,000, 4860.

Chisholm, A. W. (Inverness)—4867.

For a few moments I desire to discuss the proposed line of railway from Orange-dale to Cheticamp, 4867-76.

Macdonald, E. M. (Pictou)—4878.

Will the government continue the practice which has been followed of shipping materials and men to Hudson bay, using lumber and vessels and all that kind of thing and throwing away public money, 4878.

Maclean, A. K. (Halifax)—4860.

This road has now been a very long time under construction and I think that its completion should be expedited as much as possible, 4860. If the department would display a little more energy in the way of urging completion of the road, I think it could be accomplished at an early date, 4861. Refers to the line between Bedford and Windsor Junction, 4861-3.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4860.

With reference to the Dartmouth and Dean branch line, I can assure the hon. member that I will take this matter up tomorrow with the contractors and with the department and urge completion at the earliest possible moment, 4861. We have a survey party between Windsor Junction and Bedford, for the purpose of ascertaining the best way of reducing the grades. They will find out whether that can best be done by reducing the present grades or by an alternative route, 4863-4. I have listened with a great deal of interest to the remarks made by the hon. member for Inverness, and I certainly feel that that part of the county should receive consideration at the earliest possible moment, 4876. There has been no change, the policy as laid down by the minister will be adhered to, 4877.

SUPPLY—RAILWAYS AND CANALS.

Canals—Staff and repairs, \$1,400,000, 4938.

Burnham, J. H. (Peterborough West)—4940.

Trent Valley Canal report referred to, 4940-5.

Chisholm, Wm. (Antigonish)—4938.

I desire to get some information with regard to a proposed diversion of the Intercolonial, and the surveys made, 4938-9.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Lapointe, E. (Kamouraska)—4939.

Reference made to train service on I.C.R., 4939.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4939.

It may be necessary at some points to divert the road from its present course; as I understand it, at the place mentioned by my hon. friend it may be necessary, in order to carry out his wishes, that a diversion of the road be made, 4939.

SUPPLY—RAILWAYS AND CANALS.

Intercolonial Railway—Working expenses, \$1,000,000, 4947.

Boulay, H. (Rimouški)—4947.

I wish to offer a few remarks concerning the management of the government railway, having been for a number of years connected with the running of that railway line, and, for the last forty years, having been living in the valley of the Matapedia, through which the Intercolonial runs over a distance exceeding one hundred and twenty miles, 4947-52.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4952.

Replies to Mr. Boulay's remarks, 4952-3.

SUPPLY—RAILWAYS AND CANALS

Transcontinental railway—Operation of line from Moncton to Lévis, \$175,000, 4968.

Burnham, J. H. (Peterborough West)—4994.

As to the labourers, the reason why these persons were put down as labourers was in order that a system of fraud might be carried on successfully. I will give you two instances, 4994-5.

Gauvreau, C. A. (Temiscouata)—4970.

I would just like to say a few words with regard to an item on page 52 of the Main Estimates providing for additional facilities at Rivière du Loup at a cost of \$77,600, 4970.

Graham, Hon. G. P. (Renfrew South)—4996.

This report is another evidence that the principle underlying the appointment of a royal commission was intended to be a judicial tribunal, to find out the real facts of a case but under the present government we have seen the appointment as commissioners of the very strongest partisans, who are liable to bring in reports not always warranted by the facts, 4996.

Guthrie, Hugh (Wellington South)—4975.

Trent Valley canal referred to, 4975. Extracts from report quoted and commented upon, 4976-90.

Hughes, Hon. Sam. (Minister of Militia and Defence)—4990.

Replies to remarks of Mr. Guthrie, 4990-2.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Lawrier, Rt. Hon. Sir Wilfrid (Quebec East)—4969.

My hon. friend will have a lot to do before he establishes communication round the harbour of Quebec by means of this line. He will have a line of railway five miles in length from Cap Rouge to the shops at St. Malo, but he will have to make an arrangement with the Canadian Pacific railway to get communication between the shops at St. Malo and the union station, 4969.

Pelletier, Hon. L. P. (Postmaster General)—

As the Minister of Public Works is not present, I may say that this matter has been under the consideration of the two departments for a long time. The difficulty has been that the work was to be done by the two departments jointly, 4970. The people of Quebec were accustomed to being humbugged for the fifteen years the Liberal Government was in power, but that is not the way it is going to be now, 4973. When we came into power, we decided that the station at the Champlain market was not a proper one, that there was no place there for a proper terminal station for Quebec. I was opposed to that plan then and am opposed to it now. We discarded that plan, 4974.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4968.

Correspondence quoted in regard to purchase of railway from the viaduct to St. Malo shops, 4968. The line which we have purchased, and which we were discussing before the House rose, gives the Transcontinental railway, as I understand it, connection right through the city to the union station and to the harbour, 4972. My hon. friend from South Wellington (Mr. Guthrie) claims that this report was circulated for the purpose of poisoning the mind of the public, 4991. I do not find that anywhere in the report the commissioner claims that these persons did anything wrong; he simply shows that the names are improperly entered, even though the accounts be honest and just, 4992. But I object to these accounts appearing as payments to labourers instead of appearing for what they really are, 4993. I believe that this report will have good results not only in respect of the Trent canal but in respect of other canals throughout the Dominion; it will have the result of making the officials in the Department of Railways and Canals as well as in other departments attend to business more closely and see that nothing of this kind occurs again, 4994.

SUPPLY—RAILWAYS AND CANALS.

National Transcontinental railway—further amount required, \$1,000,000, 5106.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5106.

Reasons for additional vote explained and matter of grades dealt with, 5106-7.

SUPPLY—RAILWAYS AND CANALS.

Quebec bridge construction—further amount required, \$1,000,000, 5108.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5108.

Statement of condition of construction of Quebec bridge, 5108.

SUPPLY—RAILWAYS AND CANALS.

Welland ship canal construction—further amount required, \$1,000,000, 5108.

Graham, Hon. G. P. (Renfrew South)—5108.

Thinks there is no use for supplementaries like this, 5108.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5109.

Explains why item was not included in main estimates, 5109.

SUPPLY—RAILWAYS AND CANALS.

Branch lines—working expenses, revote, \$500,000, 5110.

Carroll, W. F. (Cape Breton South)—5115.

The hon. minister says that we have nothing on our statute-books now that will allow the government to counteract the action of the Senate last year and to carry out their policy in regard to branch lines. If he is correct, this vote cannot be used, 5115-16.

Graham, Hon. G. P. (Renfrew South)—5110.

My hon. friend contends that these branch lines cannot be taken over without special legislation; why does he want money to work roads that he says cannot be taken over, 5110.

Lemieux, Hon. R. (Rouville)—5121.

Thinks government should acquire Gaspé railway, 5121.

Loggie, W. S. (Northumberland, N.B.)—5111.

Could not the minister provide a special vote for this special purpose of constructing bridges in order that the people on the south side of the river may have a connection with the north side? Without bridges it is impossible to get a vehicle across, 5111.

Marcil, Hon. Charles (Bonaventure)—5120.
Refers to railway in Gaspé, 5120.

Pugsley, Hon. Wm. (St. John City)—5113.

Now, then, my hon. friend comes down and asks this committee to vote \$500,000 for the working expenses of branch lines. The minister ought to tell the committee whether or not it is really intended to use this vote, 4114-17. But the government, simply because the Senate made an amendment, seems to be in a state of sulks in regard to this Branch Lines Bill, 5118.

65696—18½

SUPPLY—RAILWAYS AND CANALS—*Con.*

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5110.

This is simply a revote for taking over branch lines, 5110-11. The item was put in with the intention of spending the amount if the government finds it necessary to do so. Effect of Senate amendment to Branch Lines Bill of last year explained, 5118-19.

SUPPLY—RAILWAYS AND CANALS.

Intercolonial railway, \$1,887,100, 5122.

Boulay, H. (Rimouski)—5126.

Reference made to branch lines on the I.C.R., 5126.

McKenzie, D. D. (Cape Breton North and Victoria)—5122.

Brings to attention of minister dismissal of a man named Cameron, 5122. Asks upon what ground \$4,000 was paid to H. F. McDougall and other matters in connection with the I.C.R., referred to, 5123-4. Letter quoted *re* McDougall, 5125-6.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5124.

Not familiar with facts of brakeman's dismissal. Facts given by Mr. McKenzie *re* payment to McDougall practically as stated, 5124-5.

SUPPLY—RAILWAYS AND CANALS.

Towards the construction of a railway to connect Montreal with the National Transcontinental railway, \$1,000,000, 5127.

Lemieux, Hon. R. (Rouville)—5127.

I believe that this section between Montreal and the National Transcontinental will be of the greatest benefit not only to Montreal and the province of Quebec but to the East generally, and to the West also, 5128.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—5127.

It has been felt by the people of Montreal, and indeed by the government, that a connection should be made between Montreal and the Transcontinental, and the government have decided to build this connection themselves as part of the Transcontinental, 5127.

SUPPLY—SECRETARY OF STATE.

Department of the Secretary of State—Salaries and contingencies, \$82,725, 723.

Coderre, Hon. Louis (Secretary of State)—724.

A clerkship at \$1,600 has been dropped. Number of returns brought down last year was three times number of previous year, 724.

Murphy, Hon. Charles (Russell)—724.

Asks for explanation of two decreases in staff, 724.

SUPPLY—SECRETARY OF STATE.

Department of Public Printing and Stationery—Salaries, including Assistant King's Printer and Controller of Stationery at \$4,000, and contingencies, \$79,862.50, 724.

Coderre, Hon. Louis (Secretary of State)—724.

In case there is need of the appointment the money will be there and the appointment is quite authorized by law, 724. Assume that reason was that an assistant to deputy minister was found necessary. Assistant has control over printing branch and stationery, 725. We want a King's Printer and also an assistant to King's Printer, 726. Amount included in these estimates, 732. Hope we shall have another building, and then we shall be able to do it. 735. Question should remain in abeyance a few days, 738. There are employees there who can speak French and English, 739.

Graham, Hon. G. P. (Renfrew South)—729.

To my mind, this large department ought to have a man with great executive ability, 729. Good light and ventilation are prime necessities and should be designed with care to new Bureau, 734.

Lemieux, Hon. R. (Rouville)—727.

Mr. Taché deserves well from the government. Appointment to fill position of late assistant archivist, Mr. Roy, 727. Have read the reports made by commissions who investigated whole situation in Printing Bureau, 728. Am concerned with translation of Votes and Proceedings because it is very bad, 732. With appointment of additional translators there is no reason why we should not get reports in French and English simultaneously, 736.

Marcil, Hon. Charles (Bonaventure)—732.

Has Government considered policy of decentralizing that Bureau by establishing branches in different parts of the country. Printing in French should go on simultaneously with printing of English, 732. Translation went on while English version as being printed, 735. Would like to remind committee that the French version is as official as English version, 737.

Murphy, Hon. Charles (Russell)—724.

Has not pointed out reasons why this appointment should be made, 724. There is no reason for appointing an Assistant King's Printer, 725. Judging from observations of my hon. friend think he intends to make position of King's Printer a sinecure, 726. Urge securing site at earliest date possible for erection of Printing Bureau, 727. Can scarcely conceive that business done by Printing Bureau has increased to such an extent, 730. Present building is an unsightly one and should be pulled down, 731. There should not be any translators at Printing Bureau, 737.

SUPPLY—SECRETARY OF STATE—*Con.*

Pelletier, Hon. L. P. (Postmaster General)—733.

Translation needs complaining about, shall go into matter to-morrow, 733.

Proulx, E. (Prescott)—729.

It is astonishing to read in Auditor General's report, the large sum of money paid to outside printers, 729. There should be a retrenchment in this department, 730.

SUPPLY—SECRETARY OF STATE.

Civil government—Department of public archives, salaries, \$53,800; contingencies, \$7,500, 740.

Coderre, Hon. Louis (Secretary of States)—

There are twenty-seven and they copy public documents and care for collection already made, 740.

Lemieux, Hon. R. (Rouville)—740.

Asks number of officers in Archives and what they do. Would it not be advisable to erect new building for Archives or enlarging present one, 740.

Rogers, Hon. Robert (Minister of Public Works)—740.

Idea was put forward by deputation that in event of a new building it would be on lower end of property on Wellington street, 741.

SUPPLY—SECRETARY OF STATE.

Expenses under the Canada Temperance Act, \$5,000, 1760.

Coderre, Hon. Louis (Secretary of State)—1761.

Reason why item is large is because we expect some elections will take place under the Federal Act, 1761.

Graham, Hon. G. P. (Renfrew, South)—1760.

Increase will be found instead of a decrease during next ten or fifteen years, 1760. It is a large question and it is of interest to us to know just how the Canada Temperance Act stands, 1762.

Oliver, Hon. Frank (Edmonton)—1761.

Should like to be able to say definitely what condition is under this law, 1761. Would suggest that such amendments be made so as to put Alberta and Saskatchewan on an equality with rest of Dominion, 1763.

SUPPLY—SECRETARY OF STATE.

Expenses under Naturalization Act, \$6,000, 1763.

Carroll, W. F. (Cape Breton South)—1764.

Calls attention to what seems to be a hardship inflicted upon people who make application for naturalization, 1764.

SUPPLY—SECRETARY OF STATE—*Con.*

Coderre, Hon. Louis (Secretary of State)—1763.

Generally speaking, we are unanimous in the view that a Canadian should be a British subject the world over, 1763.

Graham, Hon. G. P. (Renfrew South)—1763.

Item is important one to this extent that for some years negotiations have been carried on between government of Canada and British government to have a uniform naturalization law, 1763.

Henderson, D. (Halton)—1764.

Would rather retain power to say that a man should be or should not be, a British subject, 1764.

SUPPLY—SECRETARY OF STATE.

For supply of Canadian publications to library of High Commissioner's office, \$500, 1764.

Burnham, J. H. (Peterborough West)—1768.

Protest that men who are not native Canadian are not qualified to represent this country, 1768. It is a very serious question that is being broached and a very wrong one, 1769.

Coderre, Hon. Louis (Secretary of State)—1766.

Public will find that we shall appoint a good successor to late Lord Strathcona, 1766.

Graham, Hon. G. P. (Renfrew South)—1764.

Position of High Commissioner for Canada in London is an important one, and ought not to be left longer vacant, 1764. Can urge that vacancy should no longer exist, 1765.

Lemieux, Hon. R. (Rouville)—1766.

Government can appoint a successor to Lord Strathcona, but they can appoint no one to replace him. Refers to office of High Commissioner in London, 1766. Appointment must go to best man, and an adequate salary must be provided, 1767.

Maclean, W. F. (York South)—1768.

Question is to secure best possible representative for our country, who will assume his duties more from a business than a social point of view, 1768.

Pelletier, Hon. L. P. (Postmaster General)—1767.

Hope we shall be able to find in Canada a suitable man for position. Our present offices are certainly not all they should be, 1767. Government is desirous of having as good a location as possible, so far, the Aldwych site will be accepted, 1768.

SUPPLY—SECRETARY OF STATE.

Public Archives, \$48,500, 1769.

Coderre, Hon. Louis (Secretary of State)—1769.

This year we have no outstanding accounts and amount required is less on that account, 1769. In supplementary estimates for coming year a sum for the extension of the building will be found, 1771. There are representatives of Archives Department in Montreal and Quebec now, 1772. When commission is through that will be the proper time to decide what documents are worthy of a place in Archives, 1774.

Lemieux, Hon. R. (Rouville)—1769.

Building was erected only a few years ago, but work of Archives staff has been so productive that to-day it is overcrowded, 1769. Our most interesting building is the Archives. Refers to Dr. Doughty's report, 1770. No building in Canada that should be more monumental because you have the history of every Canadian family as well as the papers of the nation, 1771. Hope that Mr. Lanctot will be a permanent official there some day, 1772. Understand that in every department there are valuable documents which are liable to be lost but which the archivist has right to have deposited in Archives, 1773.

SUPPLY—SECRETARY OF STATE.

Legislation—general—printing, printing paper and binding, \$250,000, 1774.

Coderre, Hon. Louis (Secretary of State)—1774.

Money is for expenses of Printing Committee of Parliament. In this case list will be prepared as soon as possible, 1774.

Lemieux, Hon. R. (Rouville)—1774.

Asks the Secretary of State to have list prepared according to last revision, 1774.

SUPPLY—SECRETARY OF STATE.

Plant, Printing Bureau, new, \$50,000, 1774.

Graham, Hon. G. P. (Renfrew South)—1774.

Asks for information on this item, 1774. Would buy Meihle press to shut out competition, 1775.

Coderre, Hon. Louis (Secretary of State)—1774.

Three cylinder presses, at \$3,500 each, 1774. There are special reasons why these presses should be bought, 1775.

SUPPLY—SECRETARY OF STATE.

Distribution of parliamentary documents, \$2,000, 1775.

Carvell, F. B. (Carleton, N.B.)—1775.

Asks for more copies of unrevised 'Hansard,' 1775. Would suggest that some arrangement be made by which, if a member gave notice by noon of next day, he could get fifty or a hundred copies, 1775.

SUPPLY—SECRETARY OF STATE—*Con.*

Coderre, Hon. Louis (Secretary of State)—1779.

All that Printing Bureau has to do is to deliver books here, to Clerk of House, 1779.

Graham, Hon. G. P. (Renfrew South)—1775.

Idea is that members should be allowed at least a dozen copies of 'Hansard' a day, 1775.

Henderson, D. (Halton)—1776.

Have no difficulty in getting rid of these duplicate reports, 1776. Think it is a good plan to keep your people informed, and if you do they will appreciate it, 1777.

Lemieux, Hon. R. (Rouville)—1778.

French version of 'Hansard' is not up to date, 1778. Many pages of 'Hansard' are a discredit to French language, 1779.

Oliver, Hon. Frank (Edmonton)—1775.

Calls attention to the distribution of blue books to members which is not acceptable, 1775. Would like to have privilege of choosing the documents to be sent to my electors, 1776.

Pelletier, Hon. L. P. (Postmaster General)—1779.

Wish to make it understood that there may be no discredit to permanent staff, 1779.

SUPPLY—SECRETARY OF STATE.

Department of Mines—Civil Government—Salary of Deputy Minister, \$5,000, 1801.

Coderre, Hon. Louis (Secretary of State)—1801.

Gives list of names. Practically all appointments are made after competitive examination according to law, 1801. Refers to Dr. Haanel's report, 1803. Plant was installed there and experiments were made according to air-dried process, 1804. Item covers following expenses on, 1805-06. Gives an item of expenses and parties who are to be placed in the field on, 1805-06. Am surprised to hear that experiments conducted by Dr. Haanel have produced no good results, 1806. Government do not intend to spend money on the air-dried process, 1810. Do not know what action will be done in regard to the printing, but something will be done as soon as possible, 1812.

Graham, Hon. G. P. (Renfrew South)—1801.

Asks for names of chief officers in this department, 1801. Question of ore deposits is a very large and important one, 1802. Would be of great interest if it could be possible to discover a process by which deposits of low grade ore could be made merchantable and profitable, 1803.

Lemieux, Hon. R. (Rouville)—1808.

Reads a petition from vice-president of western collieries, 1809-10.

SUPPLY—SECRETARY OF STATE—*Con.*

Murphy, Hon. Charles (Russell)—1807.

Refers to work of electrical smelting at the Sault, 1807. Looks as if Dr. Haanel is given a free hand to spend public money when and how he pleases, 1808.

Nesbitt, E. W. (Oxford North)—1804.

If we could manufacture peat on a commercial basis there is no reason why we should not supply our people with this class of fuel, 1805.

Oliver, Hon. Frank (Edmonton)—1810.

Refers to extensive deposits of tar sand on Athabaska river north of Edmonton, 1811. Possibly these tar sands may contain a number of elements that may have many different uses, 1813.

Thompson, A. (Yukon)—1811.

Up to present time it has been difficult to secure any capital to develop these sands because of lack of transportation, 1811. Suggest to minister that some improvement might be made in printing and distributing report of Mines Branch, 1812.

SUPPLY—SECRETARY OF STATE.

Mines Branch—Investigation of metallurgical problems of economic importance, \$10,000, 1814.

Coderre, Hon. Louis (Secretary of State)—1815.

A pamphlet is being prepared by Department of Mines which will give the necessary information to prospectors, 1815.

Thompson, A. (Yukon)—1814.

Would suggest to Minister of Mines the great importance of having his offices keep a lookout for any radium ore. There is only about one and one-third ounces of radium in whole world, 1814.

SUPPLY—SECRETARY OF STATE.

Geological Survey Branch—For collection and purchase of specimens for Victoria Memorial Museum, \$15,000, 1816.

Boulay, H. (Rimouski)—1816.

Would suggest having guides who could speak French, in Archives and Museum, 1816.

Coderre, Hon. Louis (Secretary of State)—1816.

My department has no control over these men, 1816.

SUPPLY—TRADE AND COMMERCE.

Department of Trade and Commerce, \$103,237.50, 315.

Cockshutt, W. F. (Brantford)—321.

The hands of the minister should be held up in connection with the trade agencies in these various countries. Easier to get a footing now in these countries than later on, 321. The aim should be to bring together those who have goods to sell and those who want to buy, 322.

SUPPLY—TRADE AND COMMERCE—*Con.*

Foster, Hon. G. E. (Minister of Trade and Commerce)—315.

There is nothing but statutory increases. We are making provision for the establishment of the grain laboratory. Our grain production is going to be one of the great productions of the future, 315. Formation of laboratory explained, 316. Not all satisfied that we are getting the return from the trade commissionerships at the present time. I am trying to get trade commissioners to appreciate what is the most important for our people here and to put into that pithy and luminous reports, 317. Not correct to say we have no trade commissioners in Paris, 318. We want to get the bulletin into the hands of those who will appreciate it, 318. The agency in South Africa and Australia referred to, 319-20. When you come to work out a plan by which that information can be secured you encounter difficulties on every side. Progress has been made in the general improvement of our statistics, 321. Commercial agents and trade commissioners referred to generally, 322-4.

McCraney, G. E. (Saskatoon)—318.

To what persons and bodies are these bulletins sent, 318.

Sinclair, J. H. (Guysborough)—319.

Are the trade representatives doing any practical work in the way of putting the people in touch with business men in this country, 319.

SUPPLY—TRADE AND COMMERCE.

Trade Commissioners and Commercial Agents, including expenses in connection with negotiations of treaties or in extension of commercial relations; miscellaneous advertising and printing, or other expenditure connected with the extension of Canadian trade, \$150,000, 881.

Boulay, H. (Rimouski)—889.

As I understand list we have no such commissioner in France, Italy, Spain or Germany, 889.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—881.

Refers to trade commissioners. Have none in United States, 881. Appointment for one year is to test out the best method of carrying on our commissioner business in West Indies, 882. Reads instructions issued to Mr. Griffin, 883. Interest shown in this commissionership by business men is one of the most gratifying things about it, 884. New and more stringent regulations have been made, 886. Our trade for Japan is increasing and in both China and Japan there is a great future for Canadian products, 887. Have one in Paris, none in Italy, 889. British Columbia apples are shipped to Australia usually, 890.

SUPPLY—TRADE AND COMMERCE—*Con.*

Loggie, W. S. (Northumberland N. B.)—885.

Would be a great boon to country if pickled fish were allowed into Jamaica at a reasonable rate of duty or free of duty, 885.

Maclean, A. K. (Halifax)—882.

Asks about appointment of Watson Griffin as special Trade Commissioner to West Indies, 882. Work that is open to a commissioner in British West Indies is very limited, 884. Have observed in press that some questions arose as to validity of certificates of origin of flour shipments entitled to preferential tariff, 886.

Oliver, Hon. Frank (Edmonton)—890.

Asks about shipping apples to Australia, 890.

Pardee F. F. (Lambton West)—886.

By carrying out a systematic course of visits by these commissioners, trade would be greatly stimulated, 886.

SUPPLY—TRADE AND COMMERCE.

Imperial Trade Commission, \$5,000, 927.

Bennett, W. H. (Simcoe East)—951.

Freight rates quoted from Lake Superior ports to Buffalo and Georgian Bay points. The rates have very often been higher than they were last year. Some of the American vessels carry thirteen thousand tons while the bulk of the Canadian freighters carry not over three thousand tons. The port of Montreal last year did the biggest business it has ever done, 952. To argue that there is a combination on the upper lakes and that they can muzzle trade and fix prices is absurd, 953.

Foster, Hon. G. E. (Minister of Trade and Commerce)—927.

Gives a brief statement as to work and construction of the commission, 927-9. Statement with reference to ocean freight rates, 930-1. Within the bounds of Canada the jurisdiction of this country is ample; it begins to fail when you attempt to stretch that jurisdiction across the ocean and into other countries than your own. The report of the commission will be ready early in 1915, 936. Extracts from Judge Mabee's report quoted as to jurisdiction over ocean freight rates. A brief history of the late government record in the matter, 943. My hon. friends did nothing and now, 2 years afterwards, they come to us with that trumpet note: 'Wake up,' time is very precious 944. No doubt my right hon. friend is right they were looking after the farmers vote in 1911, but they did not show the same diligence in looking after the farmers freight rates. We came into office and to-day there is an accepted arrangement by which a joint tribunal is looking into this very matter of control of ocean freight rates, 945.

SUPPLY—TRADE AND COMMERCE—*Con.*

Lawrier, Rt. Hon. Sir Wilfrid (Quebec East)—929.

I agree with him that this commission can be of the greatest possible importance. I have taken exception to Mr. Foster being a member of this commission, 929. I cannot help regretting that at the present time he cannot do his work on the commission because his duties as a minister of the Crown keep him here in Ottawa, 930. Suppose we were lax in 1910-11 is that any justification why my hon. friends, coming after us, should be lax in 1911-12-13-14. The people are commencing to be disappointed and they have good reason, 944. The best way to deal with the freight rates question is to give the farmer the United States market for his wheat, 945.

Maclean, W. F. (York South)—931.

This ocean combine is operative to-day. The increase of ocean freight rates is the greatest tax that has been placed on the Canadian farmer. We have jurisdiction over ocean freight rates in this Parliament, 931. The more we appear to do and the more money we spend the higher are the charges that are put upon the farmer. Is it a fair thing to tell the people of Canada that there is to be no relief now from these unjust charges, 932. The railways would not want a better proposition than that this question should be held up for several years before a royal commission. We have created a commission that was to give relief to the people, but we now have to confess that we are not able to remedy grievances, 933. The people are watching what Parliament is doing, 934. It is absurd to say that we in Canada have not the machinery for the enforcing of our own law. It is up to the government to revise its policy in regard to the ocean rate combine, 935. If we are going to spend hundreds of millions of dollars on new ports, on deepening canals and on the improvement of navigation generally and a shipping combine is allowed to take all this away from us then we better confess that this is not a self-governing country and that the Parliament of Canada is less than the corporations it has created, 946.

McCrea, F. N. (Sherbrooke)—953.

Ocean freight rates on wheat and lumber compared, 953. If the government have not power to remedy that grievance, is there any machinery by which they could remedy it. If there is let them get busy and do it. The whole country is suffering, 954.

Neely, D. B. (Humboldt)—936.

This is a matter in which the people of this country are very deeply interested. While the price of wheat may go down the freight charges constantly increase, 936. The grievance calls for a remedy and we are asked to be patient and wait for the report of the commission, 937.

SUPPLY—TRADE AND COMMERCE—*Con.*

Oliver, Hon. Frank (Edmonton)—938.

It is the problems that are pressing most closely that require our attention rather than those which are at a distance. While it costs the farmer 12.15 per cent more to produce his wheat it costs him 15 per cent more to market it than it did in 1909. Saskatchewan commission report quoted, 938. Of the grain that went forward from Canadian ports at the head of the lakes from August, 1913, to December, 75,000,000 bushels went by United States ports as against 58,000,000 by Canadian ports. When Canada does not handle through her own ocean ports half the grain she produces there is something radically wrong with transportation, 939. Whatever the reason may be Canada is losing that trade. Our farmers are producing their grain at a loss and not at a profit, 940. I speak strongly because I feel that the condition is serious, 941. Freight rates from Montreal to Quebec quoted, 942. Disappointed at not hearing from the minister either a denial of the conditions or a suggested remedy for them, 947. I shall be pleased if the government is able to do better than I hope but the outlook is not hopeful. As I have already said and urged a certain condition being found to exist it is the business of the government to find out what the causes are and to prescribe the remedy, 948. Wheat prices at Winnipeg and Minneapolis quoted, 949. There is a standing demand in the United States for the quality of wheat that we raise and they are willing to pay a higher price for that wheat than our Canadian millers are willing or able to pay, 950. This government has been in power two years and the price of wheat has gone down and the cost of living up, 951.

Schaffner, F. L. (Souris)—940.

The statement that it costs more to carry our western grain to market than grain grown in any other part of the world does not sound very well and requires investigation, 940.

SUPPLY—TRADE AND COMMERCE.

Census and statistics, \$75,000, 954.

Foster, Hon. G. E. (Minister of Trade and Commerce)—954.

Three volumes are completed and published, and of two others, one is ready for the printer and the other has a large number of its material already compiled, 954.

Michaud, Pius (Victoria, N.B.)—955.

Calls attention to the school attendance in New Brunswick, 955.

Oliver, Hon. Frank (Edmonton)—954.

Asks if map is being prepared for forthcoming redistribution, 954.

SUPPLY—TRADE AND COMMERCE.

West India cables, \$38,933.33, 955.

Foster, Hon. G. E. (Minister of Trade and Commerce)—955.

Explanation of cable service, 955-6.

SUPPLY—TRADE AND COMMERCE.

Mail subsidies and steamship subventions—steam service between Canada and the West Indies or South America or both, \$340,666.66, 956.

Foster, Hon. G. E. (Minister of Trade and Commerce)—956.

Explanation of service, 956. The vessels under the present arrangement are good freight boats in the first place and good passenger boats in the second place. The whole of our present subsidy is paid by Canada, 957. Old service compared with the new, 959. The control of rates extends to the service which are laid down in the contract. This company knows the West Indies better than any other shipping company in the world. I admit that it is a large subsidy but something had to be done, 960. We have beyond all shadow of doubt an opportunity for a very largely increasing trade with the West Indies, 961. Tonnage of vessels given, 962.

Law, E. B. (Yarmouth)—962.

Asks that Yarmouth be made a port of call, 962.

Maclean, A. K. (Halifax)—957.

The question arises whether there is a sufficient improvement in the service to justify the increased expenditure. I do not think that the department has given to this country the service to the West India Islands that was promised by the minister a year ago, 958. I doubt if the improvement is sufficiently marked to justify the disparity in the amounts of the subsidy paid to-day and that paid under the old contract, 960.

SUPPLY—TRADE AND COMMERCE.

Salaries, rent, wages and contingencies under the Canada Grain Act, \$800,000, 1646.

Buchanan, W. A. (Medicine Hat)—1647.

Think minister is familiar with arguments that have been put forward on behalf of Lethbridge. Would be pleased to know whether elevator is to be erected or not, 1647.

Clark, Michael (Red Deer)—1658.

With the introduction of the question of Hudson Bay route, and possible navigation of bay is whole question of what the western men want, 1659. Cannot bring back conditions of two and a quarter years ago, 1660.

SUPPLY—TRADE AND COMMERCE—Con.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—1646.

Increase of \$400,000 is nearly all due to fact that we have to advance money in operation of government elevator. Government operation of elevator has been of service to whole grain business, 1646. It is not intended to construct any other storage elevators this present year. Try to keep government elevator on a par with other elevators, 1648. Our elevators are thoroughly equipped with driers and cleaners, and have the best apparatus, 1649. Have four elements, where before we had only two, 1651. Whole matter of government elevators, and the operation of them, is in the experimental stage, 1652. Have undertaken to go a little further than a terminal elevator at head of lakes, 1655. Co-operative system will grow in that great West and in all parts of the country, 1656. All these things are advantages which the people will find to be beneficial to them, 1657. Government is in favour of establishing a sample market just as soon as conditions are favourable for its being successfully put into operation, 1662. General verdict on Canadian grain is that there never was Canadian grain of better quality and lower prices as that bought this year, 1663.

Knowles, W. E. (Moosejaw)—1653.

Minister is simply operating this elevator same as any company would operate it and there is no more benefit to people than if any body formed a company and started an elevator, 1653.

McCraney, G. E. (Saskatoon)—1661.

Question of sample products is closely related to this matter, 1661.

Oliver, Hon. Frank (Edmonton)—1650.

Asks minister if there is a possibility of government elevator suffering from philanthropic operation, 1650. Question of handling grain crop of West at head of great lakes is one of our very serious national problems, 1654. It is certain that minister's policy has not succeeded in controlling the situation, 1660. Sets up as the fulfilment of the promise that which is absolutely no fulfilment, 1661.

Schaffner, F. L. (Souris)—1657.

One of the greatest policies any government could propound is transportation of products of great West, 1657. Believe we all have one aim and that is to make the most of our products, 1658.

SUPPLY—TRADE AND COMMERCE.

To provide for the construction, acquisition leasing or expropriation of terminal elevators, \$4,700,000, 1663.

SUPPLY—TRADE AND COMMERCE—*Con.*

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—1663.

Out of this vote we are providing for expenditures on elevators previously mentioned, 1663. Paid particular attention to foundation at Moosejaw, 1664. Cannot make any definite promise now, 1665. Engineer was instructed to see that proper gravel went into making of cement, 1666.

Knowles, W. E. (Moosejaw)—1666.

Asks minister in regard to gravel to be used in connection with Moosejaw elevator.

McCraney, G. E. (Saskatoon)—1664.

As city of Saskatoon is only city which paid out its own money, it has been suggested that government might hand over to Saskatoon a piece of land, 1665.

SUPPLY—TRADE AND COMMERCE.

Salaries of commissioners and officers and other employees; rents, day wages and contingencies under the Inspection and Sale and Canada Grain Acts, further amount required, \$75,000, 2376.

Pardee, F. F. (Lambton West)—2376.

Have additional officers been appointed since the main estimates came down requiring this further sum, 2376.

White, Hon. W. T. (Minister of Finance)—2376.

The most important items, those of day wages and contingencies, are due to increase of business at the ports and the extra permanent staff would tend to increase the amount to \$75,000, 2376.

SUPPLY—TRADE AND COMMERCE.

Mail subsidies and steamship subventions—Steam service between Canadian Atlantic ports and Australia and New Zealand, \$140,000, 2913.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2913.

I am glad to be able to say to the House that during the last two or three months the quantity of freight offering for these vessels has been increasing with satisfactory rapidity, 2913-14. There is a very satisfactory increase in the interchanges between Australia and ourselves, 2914. These are not and cannot be mail carriers; they must be exclusively freight carriers, 2915.

Lawrie, Rt. Hon. Sir Wilfrid (Quebec East)—2914.

This service was established as an experiment some years ago because manufacturers and others could not conveniently use the pacific route, 2914.

Sinclair, J. H. (Guysborough)—2915.

Has the minister considered the question of defining a coasting service in view of the opening of the canal, 2915.

SUPPLY—TRADE AND COMMERCE.

Mail subsidies—Canada, Great Britain ocean and mail service, \$1,000,000, 2915.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2915.

The present contract expired at the end of the fiscal year, 2915. We are trying to get a fleet of Canadian vessels between our ports and the old country which will give us the greatest possible speed, 2916.

Sinclair, J. H. (Guysborough)—2915.

I think it would be a good principle to adopt that when new contracts are made some weight should be given to the speed of the ship, and that more should be paid for a fast ship than for a slower one, 2916.

SUPPLY—TRADE AND COMMERCE.

Steam service between Canada and Newfoundland, \$70,000, 2916.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2916.

The total value of the traffic shows a slight increase over 1912, 2916. We are closely allied in every way with Newfoundland, and a disaster of that kind is one that appeals to Canada from one end of it to the other. None of these vessels can raise the rate which has been approved in a previous year without first getting the assent of the minister thereto, 2917.

Macdonald, E. M. (Pictou)—2916.

The new steamer is a splendid boat, and we can congratulate ourselves on Canada's means of communication with the oldest colony to-day, 2916. Reference made to the fishing fleet disaster and the smallness of Canada's contribution, 2917.

Sinclair, J. H. (Guysborough)—2917.

In reference to freight carriage on the subsidized boats, I would like to know if the minister has any system by which he can control the rates, 2917.

SUPPLY—TRADE AND COMMERCE.

Steam service or services between Canada and Newfoundland, \$7,000, 2923.

Burnham, J. H. (Peterborough West)—2932.

The hon. minister has just outlined the fact that the problem before him is difficult and the government hesitates to undertake to solve it, but that does not excuse the government, 2932. We surely may expect that such a minister as we have will grapple with great things and solve them. We have tremendous means of internal transportation, but we are blocked by the sea, 2933.

Carroll, W. F. (Cape Breton South)—2933.

Calls attention to the efforts that the people of Mira River have been making to get a subsidy for the steamship which runs up that river, 2934.

SUPPLY—TRADE AND COMMERCE—*Con.*

Foster, Hon. G. E. (Minister of Trade and Commerce)—2923.

The inspection of these subsidized steamship services is now a branch of the Department of Trade and Commerce, 2923. In this way, the different services are, I think, being gradually placed upon a more satisfactory footing, 2924. If any member who is interested in any service will come over to the department, I shall be very glad to give him an opportunity of looking at the reports, and in some cases they may be brought to the House, 2925. I do not think the hon. member for Edmonton, if he made a full investigation would find that he could base such a deduction as he has drawn. We are to a certain extent confronted with the same problems in our ocean-going commerce between Canadian ports and Great Britain and European ports, 2927. Since the cost of everything has very largely increased in late years, is it not reasonable that rates of carriage by sea should also have been raised, 2928. There are very great difficulties to be met with in any attempt to prohibit, control, or regulate traffic which is world-wide and international, 2931. It is a very difficult thing for a government; and I, for my part, feel that the matter should be very gravely considered before the Government of Canada should undertake to do the ocean-carrying business of the Dominion of Canada, 2932.

Maclean, A. K. (Halifax)—2924.

There is a very paying trade in the southern part of Newfoundland, and the people there require our manufactured goods, our breadstuffs, and farm products. If a line were subsidized to carry those manufactured articles to that part of Newfoundland, it would be of great advantage to the people of Canada, 2924.

Morphy, H. B. (Perth North)—2934.

I have often thought that there are great possibilities of trade between Canada and Newfoundland that are not taken advantage of to the extent that they should be. The people down there trade very largely with this Dominion, 2934.

Oliver, Hon. Frank (Edmonton)—2925.

We are facing a condition of increased rates across the ocean. The minister has said that in regard to the coastal services he has taken means to inspect, to regulate, and control; but it costs more to carry a barrel of flour between two certain points on the coast of Nova Scotia to-day than it did before subsidies were paid, 2925. I say that when we pay a subsidy we ought to have some measure of control over the rates, and I am urging that the minister consider that point in due course and deal with it as may be possible, 2929.

Sinclair, J. H. (Guysborough)—2925.

This is an old hardy annual that we have been voting for a great many years. If the minister can show that report, it will

SUPPLY—TRADE AND COMMERCE—*Con.*

be interesting to myself to see it, as I have never been able to see the justification for this service, 2925. I think the minister will find that these matters are regulated by supply and demand and that it is practically impossible to control these rates, 2929. There is just one way, in my mind, of getting our freight rates down and of making them lower and more reasonable and that is by importing more goods, 2930. If the government should go into the shipping business they will find they have a bigger contract on hand than any they have undertaken yet, 2931. The present government has nothing to its credit in the way of increased trade with Newfoundland, 2935.

Steele, Michael (Perth South)—2930.

This question of ocean freight rates between Canada and Europe is, as we know, from the statement of the minister, under investigation at the present time. Suggests that the government put on a line of steamers of its own to carry our agricultural products to Europe, 2930.

SUPPLY—TRADE AND COMMERCE.

Winter steam service between St. Johns, Halifax and London, \$15,000, 2936.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2936.

The purpose is to stimulate the trade between the two countries. In the course of time I hope we will be able to do some work of discrimination with respect to these services, which I have found impossible because I had no data, 2936.

Sinclair, J. H. (Guysborough)—2936.

It seems absurd that we should have to subsidize freight steamers for carrying goods from St. John and Halifax to London, when there are a dozen companies willing to carry the freight at ordinary rates, 2936.

SUPPLY—TRADE AND COMMERCE.

Steamship service between Victoria and San Francisco, \$3,000, 2937.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2937.

On looking the whole matter over, I was obliged to say that I believed they ought to carry their own costs and charges and improve the service. Generally speaking, we have not subsidized direct services between our large cities and the large American cities, 2937. It is a common idea amongst some that we are made of money and \$100,000,000, or any number of million dollars should not stand in the way, 2939.

Kyle, G. W. (Richmond, N.S.)—2937.

A condition of affairs has arisen in respect to the trade between Nova Scotia and the New England states particularly in

SUPPLY—TRADE AND COMMERCE—*Con.*

regard to the transport of fish that has not hitherto prevailed. The United States markets are free to the fishermen of Nova Scotia, 2937.

Sinclair, J. H. (Guysborough)—2938.

The Yarmouth people are able to forward their fresh fish to the Boston market, and I am informed, on the best authority, that the result has been that the price at Yarmouth has about doubled since the United States duty on fish has been removed, 2938.

SUPPLY—TRADE AND COMMERCE.

Mail subsidies and steamship subventions—steam service from the opening to the closing of navigation in 1914, between Gaspé basin and Dalhousie or Campbellton, \$20,000, 2939.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2939.

Vote explained. Here was a service which was about to open and that was the only proposition I could get placed before me and I took it up rather than have the service lapse, 2939. The question arises as to how much money you can expend on a route which in some respects seems to be on the diminishing side, 2941.

Marcil, Hon. Charles (Bonaventure)—2940.

Since the Admiral was taken off the route the service has been going from bad to worse. The Canada was patched up; a couple of cabins were built on the deck, but the machinery is out of date and she did not give satisfaction at all last year, 2940. I know that difficulties present themselves to the government but I hope that the inferior steamship service and ineffective railway accommodation to which the people of the Gaspé peninsula are subjected will be taken into consideration by the government and some improvement made, 2941.

SUPPLY—TRADE AND COMMERCE.

Steam service from the opening to the closing of navigation in 1914 between the mainland and the Magdalen islands, \$15,000, 2941.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2941.

It is not a service of very great volume of trade and the trade that is carried on is of a peculiar nature in which a sympathetic captain may very much help and an unsympathetic one very much hinder. This vessel is, if anything, superior for that service; but she has given a good service and the people are very anxious that the service should be retained, 2942.

Hughes, J. J. (Kings, P.E.I.)—2941.

If I understood the minister aright he said there was no increase in the rate since he took charge of the department. My information is to the effect that there is an increase in the rate, 2941.

SUPPLY—TRADE AND COMMERCE—*Con.*

Macdonald, E. M. (Pictou)—2942.

I was familiar with the granting of this subsidy five years ago and with the rates that were then especially stated in the contract, and I am in a position to know that there has been no change in the rates since, 2942.

SUPPLY—TRADE AND COMMERCE.

Steam service—Pictou, Mulgrave, Cheticamp, \$7,500, 2943.

Chisholm, A. W. (Inverness)—2943.

Here is another case where the minister might have been helped out if he had consulted the representative of the country the year before last, 2943.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2943.

One never knows what silent and unobtrusive friends are close at hand to help out in times of difficulty, and often loses the aid he might have had. After a long while I found a sea-faring man who undertook to get a suitable vessel and to organize the service, and I have given him the contract for the present year, 2943.

SUPPLY—TRADE AND COMMERCE.

Steam service between Pictou and Montague, calling at Murray Harbour and Georgetown, \$6,000, 2944.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2945.

I have the letters of the merchants and the priests along that coast congratulating me for putting on the service, and telling me how important it was that the contract should be continued, 2945-6.

Hughes, J. J. (Kings, P.E.I.)—2945.

There is a feature in connection with the services between one or two places to which I wish to call the attention of the minister, 2944. I would ask the minister to give notice to the steamship owners in time so that they cannot raise the plea that they were not notified and that they thought they could do as usual, 2945-6.

Kyte, G. W. (Richmond, N.S.)—2945.

This opens up a new field for the exploitation of persons who desire to get their names on the pay-roll for government subsidies, 2945.

SUPPLY—TRADE AND COMMERCE.

Steam service during the year 1914, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the river St. Lawrence between such terminals, \$20,000, 2946.

Girard, J. (Chicoutimi and Saguenay)—2946.

The people living along the north shore will appreciate this service; and, in their name and my own, I want to thank the

SUPPLY—TRADE AND COMMERCE—*Con.*

government, and principally the Minister of Trade and Commerce and the Postmaster General, for their work in bringing about this service, which will materially promote the prosperity of that part of the country, 2947.

SUPPLY—TRADE AND COMMERCE.

Mail and steamship subventions—Canada, China and Japan, \$229,000, 5034.

Foster, Hon. G. E. (Minister of Trade and Commerce)—5034.

The service was commenced as a monthly service, and it came afterwards to be a three-weekly service in the summer season. It is now proposed to put a fortnightly service between Vancouver and Victoria and Yokohama and China. There is a statutory subsidy amounting to \$120,000 that is available, and this sum of \$229,000 is asked for in addition, in order that a sufficient subsidy may be given for the maintenance of the service, 5035. If I had time to discuss it, I should immediately take issue with the statement that if you could not give British citizenship to any country in the world you should put up a prohibitive barrier and declare that there should be no traffic or transport between that country and Canada, 5037.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5035.

I agree with my hon. friend that the Pacific service is of the greatest importance, and that the relations between this country and the East are going to be multiplied to an extent which we have hardly any conception of at the present time, 5035.

Oliver, Hon. Frank (Edmonton)—5037.

Refers to Trade and Commerce report, 1912, and says the facts do not at all bear out what the Minister of Trade and Commerce said in regard to the progress of trade between these countries nor do they justify an increased subsidy to steamships running between Canada and these countries if the purpose of the subsidy is an increase of trade, 5037.

Pugsley, Hon. Wm. (St. John City)—5036.

How can we go on encouraging trade between Canada and Asia and then hope to prevent Asiatics from coming into our country? That is going to be a troublesome question, and it is already giving this government and the whole empire a great deal of trouble, 5036.

SUPPLY—TRADE AND COMMENCE.

Ocean and mail service between Canada and Great Britain, \$1,000,000, 5034.

Borden, Rt. Hon. R. L. (Prime Minister)—5062.

We are accused by our opponents in St. John of having interfered on behalf of Halifax. We are accused by our opponents in Halifax of having interfered on

SUPPLY—TRADE AND COMMERCE—*Con.*

behalf of St. John. As a matter of fact, we did not interfere on behalf of one port or the other, but left the matter to be determined by the steamship companies themselves, 5062.

Foster, Hon. G. E. (Minister of Trade and Commerce)—5066.

I think my hon. friend has, not designedly, got in wrong on this question. I do not see how he comes to this conclusion. He says we pay \$400,000 more than we formerly paid and have no better service than before. Let us try it out, 5066. Fresh fish transportation referred to 5069-70.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5048.

The respective merits of the ports of Halifax and St. John as mail ports have been matters of discussion for a good many years past, 5048. Quotations from the manager of traffic department board of trade, Toronto, and board of trade, St. John, 5049-50. The selection of the port will be left to the contractors themselves, and consequently I do not think any port has any right to find fault or to demand, as my hon. friend has demanded for Halifax, that it shall be named in the contract to the exclusion of all other ports, 5050.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5061.

I am a great believer in the Canadian route; and I believe that, even taking into account this great disaster, time will show that the route over the St. Lawrence is safer than any other, and that it will become in course of time the most popular of all, 5061-2.

Lemieux, Hon. R. (Rouville)—5063.

It is evident that under the present administration we are condemned to drink very often the cup of humiliation as regards our relations with the mother country, 5063. Letter from London Times quoted, 5065.

Maclean, A. K. (Halifax)—5034.

We are paying one million dollars a year for a transatlantic mail service, and consequently all Canada is interested in it. The people of Canada have the right to expect the adoption by the contracting steamship companies of that port which will deliver to Canadians the transatlantic mails in the speediest manner. I submit that if the mail-boats use Halifax as their winter port, the people of all Canada would receive their mail anywhere from twelve hours to twenty-four hours earlier than if the mails were landed in any other Atlantic port, 5044.

McCarthy, F. B. (Shelburne and Queens)—5046.

The matter of improved fast Atlantic steamship service is one which has been in the public mind for a great many years, and is associated always with the mail service, 5046. As responsible for the opera-

SUPPLY—TRADE AND COMMERCE—*Con.*

tion of the Intercolonial railway, the government should certainly provide the facilities necessary to handle business pressing on the road, 5047.

McKenzie, D. D. (Cape Breton North and Victoria)—5071.

Transportation of fish referred to, 5071.

Oliver, Hon. Frank (Edmonton)—5065.

I could understand our paying \$400,000 a year more if we were getting a quicker and better service; than we were getting before, 5065. This is an important matter, and one that, I think, we ought to thresh out until we get to a conclusion. The hon. Minister of Trade and Commerce said he thought I was in wrong in my statement of the case, 5067-9.

Pelletier, Hon. L. P. (Postmaster General)—5058.

I would like to explain, and I hope this will be given as wide publicity as possible, because if this kind of thing continues we will have to think very seriously whether we shall continue the Canadian subsidy at all—that we had four steamers on the Canadian mail service before 1913. We now have twelve in summer and eight in winter. For this very great and very marked difference we pay \$400,000 in addition to the \$600,000 that we used to pay. An impression has gained ground that our new Canadian service is bad, and I want to dispel that belief if it is at all possible. What are the facts, 5059-61. Although these patriotic words have been pronounced by his leader, the hon. member for Rouville characterizes the service as rotten. That is the hon. member for Rouville, from beginning to end, 5064-5.

Pugsley, Hon. Wm. (St. John City)—5050.

The sooner the government recognize that those two ports have merits and settle this difference of the mail service between the two ports by dividing the fast mail steamers equally between them the better it will be for both ports, 5050-1. What we in St. John complain of bitterly is that the Canadian Pacific ought to have been told that they would have the same rates which were prevailing over all the steamship lines which come to Halifax, 5053. But under this Gutelius-Bosworth agreement, a lower rate was given to the Canadian Pacific in order to induce them to abandon St. John and stop at Halifax, 5055.

Sinclair, J. H. (Guysborough)—5070.

Fishing industry of Nova Scotia referred to, 5070-1.

TARIFF AMENDMENT.

Motion:

That in the opinion of this House, it is desirable that manufactured goods and natural products coming into Canada from any other country where the rate of wages of those employed in the mak-

TARIFF AMENDMENT—*Con.*

ing or raising of the same is below that prevailing in Canada, be subjected to a tariff duty sufficient to preserve the standard or rate of wages of those in Canada employed in making or producing like goods and products.—Mr. Burnham, 1358.

Borden, Rt. Hon. R. L. (Prime Minister)—1359.

Might stand until Speaker considers it, 1359.

Burnham, J. H. (Peterborough, West)—1358.

In my opinion this resolution involves one of most important facts relating to Canadian national and industrial life, 1358.

Speaker, His Honour the—1359.

Think this resolution is out of order, 1359.

TAXATION OF UNPATENTED LANDS.

Attention directed to newspaper article in regard to taxation of homesteads in Saskatchewan.—Mr. McCraney, 1918.

Knowles, W. E. (Moosejaw)—1923.

A new entrant is not liable for the taxes imposed on a former entrant, and the letter written by the secretary of the Department of the Interior, was absolutely uncalled for in its substance as well as in its tone, 1923. Letters quoted, 1924-5.

McCraney, G. E. (Saskatoon)—1918.

Article from Saskatchewan Daily Star, March 5, quoted. In Saskatchewan our understanding has always been that lands vested in the Crown are not taxable nor are lands in which the Crown is interested as a beneficiary owner, 1909. My purpose in bringing this matter to the attention of the minister is to obtain a statement as to whether or not the department repudiates the letter which I have quoted, 1920.

Oliver, Hon. Frank (Edmonton)—1921.

There seems to be in the answer of the minister the elements of a great many difficulties for the municipalities without probability of any good result, 1921. There is no doubt as to the necessity of the taxation; there is no doubt that the man who occupies and uses the land should pay his share in the way of taxes. It would be most unfortunate if the homesteader should be relieved from taxation, 1922.

Roche, Hon. W. J. (Minister of the Interior)—1920.

Complaints have been received from homesteaders that they are charged taxes prior to receiving patents. Memo. from deputy minister quoted. A protest was entered with proper authorities at Regina and a satisfactory answer received, 1920. If they are taxing the land as they would tax it if it had been patented and the title vested in the individual, that is not legal, 1921.

THESSALON AND NORTHERN RAILWAY COMPANY.

House in Committee on Bill No. 39.—Mr. Smith, 993.

THESSALON AND NORTHERN RAILWAY COMPANY—*Con.*

Lancaster, E. A. (Lincoln)—993.

This is a railway partly constructed and time is asked for completion, 993.

Macdonald, E. M. (Pictou)—993.

Complains of the absence of Minister of Railways and sponsors of Bills being absent, 993.

TECHNICAL EDUCATION.

Inquiry.—*Mr. Macdonald*, 4888.

Crothers, Hon. T. W. (Minister of Labour)—4888.

The government, while having given the matter some consideration, have not reached a conclusion as to what course we shall take and will not be in a position to reach such a conclusion until we have heard from all the local governments in Canada, 4889.

Macdonald, E. M. (Pictou)—4888.

I would ask the minister if he could tell us what steps, if any, the government will take in assisting the advancement of technical education throughout the country, 4888.

THE COST OF LIVING.

Inquiry.—*Mr. Pugsley*, 5377.

Foster, Hon. G. E. (Minister of Trade and Commerce)—5377.

I do not know that I could give him any more definite information as to when the report of the commission will be presented than to say that when the commission finishes their work they will bring in their report, 5378.

Pugsley, Hon. Wm. (St. John City)—5376.

I desire to ask my hon. friend the Minister of Trade and Commerce (*Mr. Foster*) when we may expect the report of the Royal Commission appointed to inquire into the high cost of living, 5376.

THE FARMERS BANK.

Motion for second reading of Bill No. 185.—*Mr. Whitee*, 4675.

Borden, Rt. Hon. R. L. (Prime Minister)—4802.

The Bill is in fulfilment of a declaration which I made last year and which I shall read because it will enable me to abbreviate very considerably the remarks which otherwise I would be obliged to address to the House, 4802. I am inclined to rest the action of the government not so much upon the analogy of an act of negligence in the courts as upon the analogy of a trustee, who, acting honestly although erroneously, commits a breach of trust, and who is nevertheless liable although he acted honestly, 4803. If my hon. friend thinks that all these incidents connected with the taking of the notes were regular, then I desire to

THE FARMERS BANK—*Con.*

express my most absolute dissent with him. These were simply fraudulent incidents in a huge conspiracy to evade and misapply the banking law for a fraudulent purpose; and the inquiry, which the commissioner declares was incumbent upon the late Minister of Finance and the members of the Treasury Board, would have revealed the existence of that conspiracy, and would have prevented all that loss, waste and desolation which eventually did result from the granting of this certificate. That is my conception of it, 4805.

Crothers, Hon. T. W. (Minister of Labour)—4726.

Commissioners report quoted and commented on, 4727-8. Letter of McCarthy and answer quoted, 4729. Other quotations and comments, 4730-6. I am prepared to say that if any case can be brought before this House where the trustee appointed by this House as Finance Minister acted as the Finance Minister did in this case, I will hold up both hands to reimburse every dollar lost. That is my position, 4736.

Demers, J. (St. Johns and Iberville)—4736.

Deals with remarks of *Mr. Crothers*, 4736-37. Report of commissioner quoted and commented upon, 4738-9. The failure of the St. Johns bank referred to, 4740. Gives reasons for opposition to Bill, 4741.

Devlin, E. B. (Wright)—4722.

History of bank given, 4722-3. The Royal Commission was asked for solely in order to establish at whose door the fault was to be laid for the failure of the Farmer's Bank of Canada, 4724. Cannot see any reason for recouping depositors, 4726.

Henderson, David (Halton)—4778.

Mr. A. K. Maclean and other speeches referred to, 4778-9. The downfall of this bank began when the certificate of the Treasury Board was granted. Everything was safe before that, 4780. The point to which I am going to direct my attention more particularly is this: Was the late Minister of Finance at fault, 4781-6.

Lamarche, P. E. (Nicolet)—4798.

Thinks the Bill unprecedented in Parliamentary annals, 4798. States reasons for opposition to Bill, 4799-4800.

Lanctot, Roch (Laprairie and Napierville)—4774.

Protests against injustice done to depositors of failed French banks, 4774-5. If the government would put the banks under the solitary obligation of reimbursing the deposits of the public, all that money would be deposited in our banks and would mean so much more help to our trade, to our commerce and to our enterprises of all kinds, 4776. Speeches of *Mr. Pelletier* and *Mr. Sharpe* referred to, 4777.

THE FARMERS BANK—*Con.*

Lemieux, Hon. R. (Rouville)—4748.

The Montreal Gazette and other quotations given, 4748-50. It is admitted that in the political game, in the heat of a political campaign wild promises are often made. If I had to redeem all the promissory notes that have been signed during the last campaign, by the gentlemen I see in front of me just now, it would take very treasury of Canada, 4751. Reasons given why Mr. Fielding declined to issue certificate to La Banque Internationale, 4753-6. The French banks which failed referred to, 4757-63. I point out again that my hon. friend will not find one banker of repute who will openly stand up for this legislation, 4764.

Maclean, A. K. (Halifax)—4693.

I cannot but feel, and I trust I say so truthfully, that every hon. gentleman in the House must be impressed with the fact that the Minister of Finance himself felt he was presenting to the House very doubtful legislation indeed for our enactment, 4693. But we must deal with a measure of this kind in a business-like way, lest we establish a precedent which the country would in the future very much regret, 4694. The Minister of Finance does not look to the vital and essential particulars of the findings of the commissioner to justify his legislation. Commissioners report quoted, 4695. There is no definite finding of the commissioner therefore that there was not \$500,000 of stock properly subscribed within the terms and provisions of the Bank, 4696. Let us see what was the scope of the reference of the commissioner in respect of the Farmers Bank, 4697. It was never the purpose of the Canadian banking laws to guarantee depositors in our banks against loss, 4699. There is nothing in the evidence given to the commission by the hon. member for Halton or the hon. member for West Toronto respectively in the way of a definite protest against the issuance of the certificate, 4700. There being nothing in the finding of the commissioner to justify this legislation, we are interested in finding out what is the reason for the government presenting it to the House, 4701-2.

McKenzie, D. D. (Cape Breton North and Victoria)—4790.

I submit that public moneys should be used in the interest of the public; I make that statement boldly and broadly, 4790-2. Section of bank Act quoted, 4793. A great deal has been said about the way in which the money was raised. It is said that the money was raised by taking notes from men and women who wanted to become subscribers for stock in this bank. Letter of director and report quoted, 4795. I want to correct the position of the government on the question with the report of the commissioner, 4796. Any unfavourable results which there were, had followed not from the granting of this certificate, but from the fact that dishonesty prevailed in the management, 4798.

THE FARMERS BANK—*Con.*

Merner, J. J. (Huron South)—4800.

Since the failure of the Farmers Bank several depositors of my riding have had to be sent to the House of Refuge, and unless some relief is quickly forthcoming a great many others will have to follow, 4801.

Morphy, H. B. (Perth North)—4703.

Mr. Maclean's speech criticised, 4703. Mr. Borden's speech of last session quoted, 4704. The commissioners report referred to, 4705. Mr. Henderson's evidence quoted, 4707-8. Evidence of Sir Edmund Osler quoted, 4708-9. Correspondence, etc., quoted and commented upon, 4709-11. Further evidence quoted, 4718-20. As to precedents, let them take care of themselves. Somebody says that similar failures have happened heretofore. If so, I would be magnanimous enough to say that those losses should be paid too, 4721.

Nesbitt, E. W. (Oxford North)—4786.

It struck me that the Finance Minister when introducing the Bill was trying to atone for lack of facts and arguments by volume of words, 4786. I do not agree that Mr. Fielding should not have issued the certificate, 4787. Regrets that so much has been said in trying to throw the blame on Mr. Fielding, 4788.

Pelletier, Hon. L. P. (Postmaster General)—4741.

Reply to Mr. Demers, 4741. Now, Sir, let us consider the position taken by the hon. member for St. John and by his friends outside of this House. The hon. member finds that this legislation is daring, extravagant and immoral, 4742. Did the hon. member before he declared this legislation to be immoral, scandalous and tremendous, ever think of taking steps with the government to the effect of securing a reimbursement in behalf of those of his electors who lost money owing to the failure of La Banque de Saint-Jean, 4743. If the same condition of things is evidenced in behalf of any other bank in the country, the same measure of justice shall be given to all concerned, no matter what province or nationality the depositors may belong to, 4745. The error in the case of the Farmers Bank was committed by the members of the former administration who composed the Treasury Board, 4746. If those farmers had been told that the certificate was granted, but that Mr. McCarthy had warned the minister that there was fraud, do you think they would have fetched their money to that bank, 4747.

Proulx, E. (Prescott)—4800.

Quotation from Montreal Star. Thinks government not justified in voting money, 4800.

Sharpe, Samuel (Ontario North)—4764.

The speech of Mr. Lemieux and other referred to, 4764-6. It was stated in this House, and it has been stated since, that

THE FARMERS BANK—*Con.*

Mr. Travers, because of the gratitude in his bosom for this certificate and for all the favours he received, made a large contribution to the \$100,000 testimonial which the ex-Minister of Finance received, 4767. The Alabama case referred to and quotations given, 4768-9. There is far more justification for us to pay these claims arising out of the negligence on the part of the Minister of Finance than for the Liberals to pay the losses in respect of the Quebec bridge, 4770. Extracts from commissioner report quoted, 4771. When we came into power we immediately appointed a commission to investigate, 4772. Mr. Nickle's speech referred to, 4773-4.

Sutherland, Donald (Oxford South)—4788.

Thinks late Minister of Finance was negligent in not properly discharging his duty and protecting the people, 4788. The Minister of Labour and Mr. Henderson defended, 4789. Glad to have an opportunity of placing himself on record to show where he stands, 4790.

White, Hon. W. T. (Minister of Finance)—4676.

A brief history of the bank given. Allegations were made at the time that the issue of the certificate of the Treasury Board in the year 1906 had been procured by fraud and deceit on the part of Travers, the general manager of the bank, whose dishonesty had been the cause of the wreck. It was further alleged that the government of the day had had express notice of such fraud and deceit and should not have issued the certificate, 4676. Correspondence quoted, 4677-81. Extract from speech of member of Halton and Mr. Fielding and others quoted, 4681-7. Sir William Meredith's findings quoted, 4687-90. The finding of the commissioner, therefore is that the Treasury Board was negligent in not having investigated the charges which had been made before coming to a conclusion as to whether or not the certificate should be given, 4691. The failure, therefore, of the Farmers Bank followed upon the negligence of the Treasury Board in failing to investigate that which the commissioner says it was incumbent on them to investigate, 4692.

THE FARMERS BANK.

House in Committee on Bill No. 185.—Mr. White, 4894.

Boulay, H. (Rimouski)—4896.

Report of commissioner quoted and commented on, 4896-4901. List of banks which have failed since confederation given, 4902.

Clark, Michael (Red Deer)—4912.

I venture to say, Sir, that no such outrageous, no such monstrous proposition, was ever brought before the deliberative assembly of a civilized country, 4913. In the merits of this question before the

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THE FARMERS BANK—*Con.*

House, surely nothing less than temerity actuates the ministers from Ontario and their supporters, to come to the West and ask for the support of this proposition, 4914. This proposal is not only a premium on indiscretion and greed on the part of depositors and an encouragement to fraud on the part of those conducting the institution, but it provides an absolutely vicious precedent, and that is, of course, by far the most serious aspect of the case from the point of view of the interests of the nation, 4915.

Crothers, Hon. T. W. (Minister of Labour)—4923.

I desire to say a word or two before this motion is put to the House and, referring particularly to this matter, I want to call the attention of the House to the marked distinction between the records of hon. gentlemen sitting on the other side of the House and those sitting on this side, 4923-5.

Elliott, G. A. (Middlesex North)—4919.

Refers to Mr. Sinclair's speech, 4919. The members for Middlesex West and Oxford North criticized, 4920-1.

German, W. M. (Welland)—4895.

If the reason assigned by the hon. Minister of Finance for the passing of this Bill is a good one it is applicable to every creditor of the bank just as well as to the depositors, 4895.

McCrea, F. N. (Serbrooke)—4925.

This legislation is extraordinary in more respects than one. There is no precedent for it either in this House nor, so far as I know, in any civilized country in the world, 4925. This government appointed a commissioner, a man of their own choosing, to hear the evidence both verbal and written. This commissioner has made his report. He exonerates the ex-Minister of Finance from any imputation of breach of faith, and winds up by saying that the most that could be charged against him is possibly an error of judgment, 4926.

Ross, D. C. (Middlesex West)—4921.

Position stated in regard to Farmers Bank, 4921. Does not think Mr. Fielding was to blame for failure, 4922.

Sinclair, J. H. (Guysborough)—4894.

In my opinion, the ordinary creditor of the bank has just as good a right to be reimbursed as the depositor, 4895. Before the Bill is read the third time, I wish to be permitted to move an amendment, 4903. I submit that this legislation establishes a vicious and dangerous precedent and that we should not adopt it, 4905. Travers' oath and other matters quoted, 4908-10. Promissory notes for subscriptions referred to, 4911. Resolution moved, 4912.

THE FARMERS BANK—*Con.*

Speaker, His Honour, the—4903.

The hon. member is rather wandering away from the question before the House, namely, the third reading of this Bill, 4903. I only wish to keep the House to the usual parliamentary business lines of discussion, which are pretty well understood; it is not my desire to curtail anything which the hon. gentleman has a right to say, 4904.

Thomson, Levi (Qu'Appelle)—4926.

The commissioners report quoted and commented upon, 4927-9.

White, Hon. W. T. (Minister of Finance)—4902.

The payment to the depositors under the authority of this Bill is not a legal liability on the part of the government, although the matter has been argued on the analogy of legal principles, 4902. Motion for third reading, 4903. Reply to Mr. Sinclair and Mr. Clark, 4916-19.

THE MILITIA IN RELIGIOUS PROCES-
SIONS.

Inquiry.—Mr. Marcil, 5375.

Borden, Rt. Hon. R. L. (Prime Minister)—5375.

There is no announcement to be made.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5375

I am sorry to see by the silence of the Prime Minister that he is no better informed than we are, for the Minister of Militia's order has come from somewhere, 5375.

THE OCEAN LIMITED.

Attention called.—Mr. Pugsley, 4630.

Pugsley, Hon. Wm. (St. John City)—4630

Points out the inconvenience of the Ocean Limited for the people residing west of Moncton, to take it either going to or from Montreal, 4630.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4630.

Promises to take matter up with department with a view of seeing if anything can be done, 4630.

Speaker, His Honour the—4630.

Points out that it is not the proper time to take up some matter which may start a discussion on both sides of the House, 4630.

THE OCEAN LIMITED.

Attention called.—Mr. Pugsley, 4888.

Pugsley, Hon. Wm. (St. John City)—4888

Calls attention of minister to time table of I.C.R., 4888.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4888.

Telegram from Gutelius quoted, 4888.

THE PRUDENTIAL LIFE OF CANADA.

House in Committee on Bill No. 150.—Mr. Nickle, 3478.

Guthrie, Hugh (Wellington South)—3478.

Suggests that Minister of Finance should look into the affairs of this company rather carefully before any license is issued, 3478.

Nickle, W. F. (Kingston)—3478.

I would deem it a favour if, before a Dominion license is granted to this company, the Finance Department would conduct the most rigorous examination, 3478.

Sinclair, J. H. (Guysborough)—3479.

I do not think that the House ought to depend altogether on a letter written by the Finance Minister to his department, 3479.

White, Hon. W. T. (Minister of Finance)—3478.

I think it only fair to say that nothing was proved, at least in my judgment, against the company before the committee, 3479. Letter directed to Superintendent of Insurance quoted, 3479.

THE PRUDENTIAL LIFE OF CANADA.

House again in committee on Bill No. 150.—Mr. Nickle, 3506.

Sinclair, J. H. (Guysborough)—3506.

Apart from any undertaking of the Finance Department which no doubt will be carried out, I would like to know if the minister thinks the language of the clause is sufficiently clear as it stands to enjoin the department to see that here is one hundred thousand dollars to the good now, before the company would be chartered for business, 3506. The point that I wish to impress upon the House is that the House has functions in regard to these matters as well as the Department of Finance, and that it cannot discharge its functions by passing them over to the department, 3507.

White, Hon. W. T. (Minister of Finance)—3506.

Reference made to Acts passed during the last 3 years incorporating companies with the power of taking over provincial companies. This new company is to have the power of taking over an old company, the Prudential Life Insurance Company, incorporated under the statutes of the province of Manitoba, 3506. If a company whose affairs are to be investigated pay for the actuary, it might be suggested that the actuary, being so paid by the company, might not be as strict as if he were paid by the government, 3507.

THE PRINTING BUREAU.

Attention called.—Mr. Edwards, 4370.

Edwards, W. J. (Frontenac)—4370.

Calls attention to the dangerous condition of the Printing Bureau and says it is cracked from the foundation to the top, 4370.

THE PRINTING BUREAU—*Con.*

Rogers, Hon. Robert (Minister of Public Works)—4370.

Understands danger has been removed by removal of heavy quantities of paper that have been stored there, 4370.

THE RECENT TARIFF CHANGES.

Attention called.—Mr. Oliver, 5363.

Oliver, Hon. Frank (Edmonton)—5363.

Refers to question on Order Paper by Mr. Knowles and asks that information be forwarded.

Reid, Hon. J. D. (Minister of Customs)—5364.

I will try to get the information and forward it, 5364.

THE SAN FRANCISCO EXHIBITION.

Remarks.—Mr. Weichel, 3254.

Borden, Rt. Hon. R. L. (Prime Minister)—3255.

When the question arose as to whether or not this country should participate in that exhibition, we had no difficulty whatever in arriving at the conclusion that it would be desirable to do so from every standpoint, 3255. I agree most heartily in what my hon. friend has said in regard to the desirability of maintaining and strengthening in every way the existing cordial relations between the great empire of which Canada forms a part and the great neighbouring republic, 3256.

Weichel, W. G. (Waterloo North)—3254.

Reference made to the refusal of Great Britain to participate in the Panama exposition, 3254. I believe it would strengthen the bonds of friendship existing between Great Britain and the United States if the British Government could be persuaded to reconsider their decision, and to participate in the San Francisco exposition. Resolution of Berlin Board of trade quoted, 3255.

THE UNEMPLOYED IN MONTREAL.

Inquiry.—Mr. Lemieux, 3716.

Borden, Rt. Hon. R. L. (Prime Minister)—3716.

I have received that letter, but I judge that I did not receive it as soon as my hon. friend did, for it only reached me at half-past ten this morning. I understand that the Mayor of Montreal has already professed his ability to provide employment for all persons who should make application to him, 3716.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—3716.

In justice to the Mayor of Montreal the Premier should correct his statement, 3716.

65606—19½

THE UNEMPLOYED IN MONTREAL—*Con.*

Lemieux, Hon. E. (Rouville)—3716.

Quotes a letter from Mayor of Montreal and asks Premier if he received it, 3716.

TITLES OF HONOUR.

Motion for 2nd reading of Bill No. 3.—Mr. Burnham, 479.

Burnham, J. H. (Peterborough West)—479.

This Bill deals wholly with the actions of the people and their representatives. Democracy in itself does not contemplate class honours, and it is a violation of the principle of democracy and of the will of the people that they should be established, 479. Titular honours cannot fittingly be bestowed on people who are too poor to receive them, 480.

Foster, Hon. G. E. (Minister of Trade and Commerce)—480.

The bestowing of honours comes from the source of all honour, that is, the King; and that we must allow the King to have unrestricted scope as to the selection of persons upon whom to bestow these titles of honour, 480. If a man serves the State and serves it well, the state is not injured and the man is not injured, if a recognition of his services is made by the bestowment of an honour upon him. The principle is not wrong in our Empire, 481.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—481.

If we are ever to take the position in this House that we should have no more titles in Canada, the question should not be approached in the way of a Bill but by a recommendation on address to His Majesty the King, because the King alone does bestow honour, 481. I agree with my hon. friend that they are not in consonance with the spirit of the age. Mr. Foster was very kind in stating that he would not deprive us on this side of the House of these rewards. I am sorry I cannot return the complement, because My hon. friends opposite do not deserve any reward, 482.

TORONTO NIAGARA AND WESTERN RAILWAY COMPANY.

House again in committee on Bill No. 59.—Mr. Currie, 3199.

Graham, Hon. G. P. (Renfrew South)—3204.

Very feelingly refers to the indisposition of the chairman of the Railway Committee and highly approves of his conduct as chairman. The Bill which he has discussed with such clearness has a delicate side to it, and is one that cannot be disposed of off-hand, 3204.

Guthrie, Hugh (Wellington South)—3204.

I hope when the Bill comes up again we shall have a full discussion as the people outside of Toronto desire an entrance into that city, 3204-5.

TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY—*Con.*

Lancaster, E. A. (Lincoln)—3200.

With regard to this Bill, I think an explanation is due the committee. This is an ordinary extension of time for the construction of a railway which has made considerable progress with its work and has spent a good deal of money. I will present my explanation of the case now, because, reluctantly, and much against my will—but I am bound to obey my doctor's advice—I am unable to be here to-morrow. The condition of my health compels me to get away and not annoy you gentlemen longer, much as I should like to continue, 3200-05.

TORONTO NIAGARA AND WESTERN RAILWAY COMPANY.

House in Committee on Bill No. 59.—*Mr. Currie*, 3270.

Currie, J. A. (Simcoe North)—3.

There is no doubt that the city of Toronto is very badly served by radial railways. That is not the fault of the Parliament of Canada, nor the fault of the legislature. As the promoters have accepted these clauses, and have never expressed anything to me to the contrary, notwithstanding everything that has occurred in this House, I do not see why any hon. member should get up and argue in favour of putting the Bill back in its original form, 3275-6.

Guthrie, Hugh (Wellington South)—3271.

It so happens—and, I think, has happened during the last eight or ten years—that whenever railway proposals affecting the city of Toronto come before this House or before the Railway Committee, Toronto representatives are inclined to insist upon terms being inserted in the charters which are not accorded to any other cities in the province of Ontario or, so far as I am aware, in the Dominion of Canada, 3271. But this railway, the Toronto, Niagara and Western, is an entirely different proposition. It obtained its charter, I think, in 1903 or 1904, and it has had its time extended once or twice. In the year 1909, it began active operations, or undertook the work of construction with a definite end in view, 3272. But the whole enterprise is being held up through want of an entrance in the city of Toronto, and if clause seven, as it is printed in this Bill stands, that railway will never get an entrance into the city of Toronto, 3273. But this company comes here having paid the city of Toronto and the private owners its money, having its plans approved on the order of the Railway Commission; and still because they ask time to complete their road the committee has said: no, we will block you at the city of Toronto, 3274.

Henderson, David (Halton)—3276.

There is no doubt about it that the people of the counties outside of Toronto claim

TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY—*Con.*

that they have a right—I would say a vested right—to get into the city of Toronto. They have helped to build up Toronto. If it had not been for the people of the adjacent counties the city of Toronto would be a small town. The people of Toronto are indebted to the people of the country for the size of their city and the sooner they permit the people in the counties lying east and west to enjoy the privileges which they are by nature entitled to have the better for the city of Toronto, 3277.

Macdonell, A. C. (Toronto South)—3270.

Toronto asks no special privileges, but, owing to the circumstances of the case and the congestion of traffic, the problem of level crossings in Toronto is very different from that of level crossings in country district or in smaller towns. The level crossing is now practically a thing of the past in Toronto, 3270. The Chairman of the Railway Committee yesterday protested against the insertion of this safeguarding clause in the Bill because of vested rights. There are no vested rights in this matter; these people have had a charter for eleven years and have done nothing, 3271.

Maclean, W. F. (York South)—3274.

If you got a charter thirteen years under certain conditions then prevailing, it does not follow that if you fail to take advantage of the privilege granted you, the rights you then got must continue, 3274. I believe that in the public interest this road should elevate its track, but it certainly should consult the city as to its entrance. If they cannot agree they can go, as the Bill provides, to the Railway Commission for relief, 3275.

TORONTO NIAGARA AND WESTERN RAILWAY COMPANY.

House in Committee on Bill No. 59.—*Mr. Currie*, 3476.

Carroll, W. F. (Cape Breton South)—3476.

Suggests that Bill should stand for further consideration, 3476.

Macdonell, A. C. (Toronto South)—3476.

The object is that level crossings shall be put an end to in Toronto, 3476.

Nesbitt, E. W. (Oxford North)—3476.

Thinks that the matter should be left in the hand of Board of Railway Commissioners without restriction, 3476.

TORONTO TERMINALS.

Motion—Introduction of Bill No. 196.—*Mr. Reid*, 3784.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3784.

Reads memo of deputy minister explaining Bill, 3784.

TRANSATLANTIC MAIL SERVICE.

Motion:

For a copy of all correspondence, papers, telegrams, memorials, petitions, etc., and a statement in writing of the substance of oral interviews, negotiations and conversations, by and between the Department of Trade and Commerce, or any department of the government, any Minister of the Crown, or any officers of any department of government, and the Canadian Northern railway, or any of its directors or officers or servants, the officials or managers of the Royal Line of Steamships, any board of trade, person or persons, in connection with the adoption of the Port of St. John, N.B., as the port of call of the mail subsidized transatlantic steamers, Royal George and Royal Edward for the winter season of 1913-14.—Mr. Maclean, 547.

Borden, Rt. Hon. R. L. (Prime Minister)—594.

Facilities provided in way of terminals both at Halifax and St. John have not been adequate in recent years for traffic. Was agreeable to government that terms of contract should be submitted to Board of Railway Commissioners, 594. Do not understand these questions of freight. Think interests of country may be safely left in hands of general manager of Intercolonial railway, 599.

Carvell, F. B. (Carleton, N.B.).

People in Maritime provinces do not understand at present time the true significance of this juggling with business affairs, 582. This country is big enough to justify a broader stand being taken. Refers to a telegram, 583. So far as physical conditions go, there was no reason why boats should not continue to come. Refers to resolution that was passed, 584. Condition of affairs so far as can be seen was satisfactory to all people of St. John. Refers to copy furnished the delegation from St. John, 585-86. We have to analyse agreement to see the unfair treatment accorded Intercolonial railway and city of St. John. Average railway car to-day carries from seventy-five to a hundred people, 586. Means they will bring back empties free of charge. Do not believe they can handle traffic at price put down, 587. Result is St. John is losing business which naturally belongs to it. There is another side to question, 588. Are compelled to haul this freight for less than it costs. While people of St. John were preparing an investigation, it had gone through, 589.

Emmerson, Hon. H. R. (Westmorland)—596.

Think that contract entered into is one of the most outrageous ever entered into, 596. Only have circumstances as a guide to interpretation of change made. Agreement entered into is evidence of that fact, 597. Only have before us the heads of this traffic agreement. Charge the responsibility upon government itself, 598. Agreement involves further the carrying back of these empty cars. It is not too late for them to protest, 599. Many of these

TRANSATLANTIC MAIL SERVICE—*Con.*

things are result of this illegal, this improper agreement. They are changing standard rules on Intercolonial for convenience of Canadian Pacific Railway, 600. Their burdens have been added to. Government did not act manfully, but shielded themselves behind an agreement, 601. Present administration of Intercolonial is working havoc with its business, 602.

Macdonald, E. M. (Pictou)—608.

These systems should not be precluded from going to that province, 608. That is the cold English of the situation. When we come to Prime Minister for necessary railway accommodation, he declines to give it, 609. To the question as to what this government should do in regard to winter ports, it is time they stopped their shuffling, 610.

Maclean, A. K. (Halifax)—577.

Various sections of country are interested in promptitude with which transatlantic mails are received and distributed. Speech of Minister of Marine and Fisheries referred to, 578. Considered proposition eminently fair on whole. Public opinion was so hostile in St. John that request was made that Minister of Marine should resign, 579. Was rumoured that negotiations were conducted with Canadian Pacific Railway to induce them to revert to port of St. John instead of Halifax. Am correct in this regard, 580. That company was invulnerable. Interference by government was objectionable in any event, 581. Country was paying \$1,000,000 a year for this transatlantic mail service, 582.

Maclean, W. F. (York South)—602.

Farmers of Canadian West are complaining very much of enormous freight charges on wheat and other products, 602. Believe that when a corporation is treating Canadian public unfairly, then we ought to do business with that company no longer. Have had delegations down here asking for free wheat, 603. If done fairly you can control these things. No profit in it for Canadian farmer, 604. Would like to see Canadian Pacific Railway give Intercolonial reciprocal terms over their line. Think I have presented question in a new way, 605.

Pelletier, Hon. L. P. (Postmaster General)—589.

Question come up in connection with special trains to take mails from Halifax. How could injustice be done to St. John by steamships going there, 590. Statement is contracts have not been changed since signed. Surprised, because it was not fair treatment to people, 591. This was done without the intervention of Government. No undue influence was exercised to bring to Halifax vessels going to St. John, 592. Did not mince matters with them. Advertisement were published some time towards end of September, 593.

TRANSATLANTIC MAIL SERVICE—*Con.*

Turgeon, O. (Gloucester)—605.

Uneasiness of mind was not confined to people in Halifax or St. John only at that time. Know that both harbours are equally equipped and that improvements are going on daily, 606. Our duty is to remedy conditions existing along line of Intercolonial railway. If it is necessary to impose these charges it is nothing but robbery; people are paying for advantage given C.P.R., 607. People of New Brunswick are watching with interest the development and consequences of agreement, 608.

TRANSATLANTIC MAIL SERVICE.

Inquiry.—*Mr. Lemieux*, 1645.

Lemieux, Hon. R. (Rouville)—1645.

Ask Postmaster General if he will see that the Postal Guide will give the dates of sailings of New York steamers, 1645.

Pelletier, Hon. L. P. (Postmaster General)—1645.

Will call the attention of my officer to the matter, 1646.

TRANSPORTATION OF FISH.

Motion.

That in the opinion of this House, the question of improved means of transportation for fresh fish between the Maritime provinces and the United States should receive the early attention of the Government.—*Mr. Sinclair*, 376.

Carroll, W. F. (Cape Breton South)—390.

The United States fish market would have been worth a great deal more under reciprocity. A direct line of steamers from the eastern sections of Nova Scotia is a matter which the Government should consider, 391. The very best fishing grounds in the world along that shore but the difficulty is in getting the fish to market, 392.

Chisholm, A. W. (Inverness)—386.

Reference made to what late Government did to assist and encourage the fishing industry. Reference also made to the Fishery Advisory Board, 386. We have competitors in the American market with some of the most aggressive traders in the world in fish and fish products. The construction of a railway from Orange-dale on the Intercolonial railway to Cheticamp the one way by which we can hope to develop our fisheries along that coast, 387. With the adoption of modern methods, great results can be expected, 388.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—392.

The resolution is worthy of very careful attention on the part of the House and of the government, 392. My hon. friends opposite who have discussed the question, seemed more desirous of making political capital against the Government than of

TRANSPORTATION OF FISH—*Con.*

advancing the interests of the fisherman. If the harbours were in good condition when the Conservative party came into power they would not be in a deplorable condition now, 393. In the last twelve months by arrangements made by the present government fish are carried in refrigerator express cars and placed on the markets of Ontario and the west in very much better condition, 394. Extract from report of Marine and Fisheries quoted, 395. Reference made to Fishery Advisory Board and the subsidy granted to the West Indian line of steamships, 396. Department has not been idle in regard to transportations of fresh fish between the Maritime provinces and United States, 397. In a few years Prince Rupert will not only be the greatest sea port on the continent of America, but probably the greatest fish port in the world, 398. The officials of the department are doing their utmost to promote and develop the fishing industry, 399.

Kyle, G. W. (Richmond, N.S.)

Estimates of steamships subventions quoted, 382. It would be a very desirable and commendable object if the government would adopt a system which would induce some steamship company to place steamers on that route that would call and take the fish week by week that would offer for transportation, 383.

Law, B. B. (Yarmouth)—383.

This resolution embodies one of the most important questions that this House has been called on to consider. 20 to 25 years ago we had two steamships per week from Yarmouth to Boston and we have the same to-day, 383. If the people of Nova Scotia are hogs we like to deal with them. The fisherman of Nova Scotia and of Canada have had very little done for them, 384. Cold storage on board steamers advocated, by which a large amount of money would be saved by the fisherman, 385.

McCurdy, F. B. (Shelburne and Queens)—389.

To land fresh fish on the market we require an express refrigerator car service. The policy of the Conservative party with regard to reciprocity has been vindicated because we have got without cost to us as valuable concession from the United States as we would have obtained had the reciprocity pact been confirmed and our home markets sacrificed, 389. So far as legitimate assistance can be given to encourage the fishing industry it should be given, 390.

McLean, A. A. (Queens, P.E.I.)—385.

Suggests that government provide transportation facilities in connection with the I.C.R. so that the people of the West can get the benefit of the fish taken in eastern waters, 385.

Sinclair, J. H. (Guysborough)—376.

The fishermen are not here asking for any favours, they never get any and they do

TRANSPORTATION OF FISH—*Con.*

not expect any, 376. Statistics of the fishing industry. The industry of the Maritime provinces has never had a fair chance. If our fisheries are ever to become a great industry, we must exploit this market in the United States. Prices in Boston are much higher than prices in the Maritime provinces, 377. Trade papers quoted as to price of fish. Transportation facilities the chief difficulty in taking advantage of United States market, 378. Branch line of Intercolonial railway referred to, 378. Statistics quoted as to trade in fish, 379-80. A successful business can best be done by freight boats. On this question of trade with the Yankees we have an extraordinary situation in this country, 381. Hope the Minister will deal with the question promptly and vigorously, 382.

TRANSPORTATION OF FISH.

Statement.—Mr. Hazen, 401.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—401.

Asks permission to correct statement made in regard to the fish transportation from Maritime provinces to Montreal. Statement I meant to make was that a cold storage express car was sent forward every Saturday, 401. Memo *re* matter read, 402.

TRENT VALLEY CANAL.

Inquiry.—Mr. Graham, 2789.

Borden, Rt. Hon. R. L. (Prime Minister)—2789.

No arrangement has been concluded that I am aware of, 2789.

Graham, Hon. G. P. (Renfrew South)—2789.

Asks if statement is correct that Dominion government was about to hand over to province of Ontario all water-powers developed on Trent Valley canal, 2789.

TRUST COMPANIES.

Introduction of Bill No. 70.—Mr. Perley, 793.

Perley, Hon. G. H. (Argenteuil)—793.

Intention of Bill is to do for trust companies what has already been done by legislation for banks and insurance companies, 793.

TRUST COMPANIES.

Second reading of Bill No. 70.—Mr. White, 1125.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1128.

Act seems well conceived and there is no doubt that such legislation is becoming more a necessity, 1128.

Murphy, Hon. Charles (Russell)—1128.

Seems that adoption by Parliament of this Bill would necessitate an amendment to Companies Act, 1128.

TRUST COMPANIES—*Con.*

Nesbitt, E. W. (Oxford North)—1127.

Am in favour of minister bringing in a Bill such as he describes, 1127. Cannot say anything against it, 1128.

White, Hon. W. T. (Minister of Finance)—1125.

This is a measure to provide general legislation for incorporation and regulation of trust companies. Refers to a copy of the charter of a trust company, 1125-26. In a word, there will be a general Act for all trust companies incorporated under Dominion authority, 1126. Now introduce certain restrictive legislation not previously enacted. Am sure Bill is susceptible of much improvement, 1127. Question has been considered, charters have been granted, 1128.

TRUST COMPANIES.

House in Committee on Bill No. 70.—Mr. White, 2903.

Emmerson, Hon. H. R. (Westmoreland) 2906.

I believe that the shareholders of any incorporated company in Canada should be open to the full light of day, so that every one who cares to know, or who is entitled to know, may know the personnel of those who constitute a company, 2906. The secrecy, the veiled circumstances, seem to be very objectionable in the interest of the public, 2907.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2905.

I do not know in what position the matter stands to-day; but we shall never have complete satisfaction upon this point, but shall always have clashing of interests and possible complications, until we have, whether by legislation or by judicial determination, complete knowledge as to the power of the provinces to incorporate companies, 2905. Trust companies are becoming one of the most important forms of management of estates that we have. They are coming more and more to be the managers of the funds of orphans, infants, widows, and so on, 2908. I do not think that the amended clause has improved the Bill. In my estimation it has deteriorated it, 2910.

Marcil, Hon. Charles (Bonaventure)—2911.

I would like to ask the minister if there is any control or inspection over joint stock companies incorporated by the Dominion. Reference made to lottery question in Quebec, 2911-12.

Sharpe, Samuel (Ontario North)—2908.

Business is now carried on largely by companies, and the whole purpose of the new Companies Act is to give greater publicity to the affairs of these companies. Share-warrants are going to defeat that very object; the people are not going to know who are the shareholders of the companies, 2908. The only argument in favour of the use of share-warrants is that they facilitate the sale of stock on the continent, 2909.

TRUST COMPANIES—*Con.*

Turriff, J. G. (Assiniboia)—2904.

I know that in the West for some years past a number of trust companies have been incorporated by the different provinces, some of them with exceedingly small capital and without the necessary safeguards, 2904.

White, Hon. W. T. (Minister of Finance)—2903.

After careful consideration a number of minor changes was made in this Bill by the Committee. It will be sufficient for the present to mention that amendments have been made as to the following matters: Qualifications of directors, the quorum of directors' meetings, the forfeiture of shares for non-payment of calls, the liability of shareholders to creditors, the liability of directors, loans to directors, and the investment of the company's own funds, 2903. The Dominion of Canada has jurisdiction, and each province has jurisdiction, so that the Dominion could not, as a matter of right, interfere with the legislation of any province, 2904. A shareholder, holding shares in an incorporated company in Canada, may be entered upon the books of the company as a shareholder, and have a stock certificate issued to him, which is in reality a receipt or an acknowledgement that he is a shareholder in the company, 2906. The legislation is general, and the use of share-warrants is well recognized in England and has been brought about by the demands that I have mentioned, namely, from the continental investors, 2907. The only purpose of this legislation is to meet the requirements of the European market, where they are not familiar with scrip certificates and where they are asking for share-warrants in order more readily to make the transfer of shares, 2909-10.

TRUST COMPANIES.

Motion for concurrence to Senate amendments to Bill No. 70.—*Mr. White*, 4891.

Pugsley, Hon. Wm. (St. John City)—4893.

Refers to section 66, 4893.

Speaker, His Honour the, 4893.

It is out of order to discuss sections of the Bill that are not before the House for consideration, 4893.

White, Hon. W. T. (Minister of Finance)—4891.

Senate amendments explained, 4891-4.

UNEMPLOYMENT IN CANADA.

Reference to.—*Mr. Devlin*, 5031.

Devlin, E. B. (Wright)—5031.

Directs attention of government to circular of Trades and Labour Council of Montreal which he quotes, 5031-2.

Speaker, His Honour the—5032.

It is hardly permissible for the hon. member to occupy the time of the House with reading what he calls a circular letter, 5032.

UNION LIFE INSURANCE COMPANY.

Correction.—*Mr. Perley*, 926.

Perley, Hon. G. H. (Argenteuil)—926.

Answer given to question on February 12 not strictly accurate. I wish to take this opportunity of correcting it, 926.

UNITED STATES POTATO EMBARGO.

Inquiry.—*Mr. Michaud*, 741.

Burrell, Hon. M. (Minister of Agriculture)—741.

Have been in correspondence and as soon as there is anything definite shall let him know, 741.

Michaud, Pius (Victoria, N.B.)—741.

Asks for information with regard to embargo placed upon the importation of potatoes to United States, 741.

UNIVERSITY OF EMMANUEL COLLEGE.

House in Committee on Bill No. 29.—*Mr. McKay*, 2398.

McKay, James (Prince Albert)—2398.

Bill explained, 2398.

VACANCIES.

Announcement.—*Mr. Speaker*, 1

Speaker, His Honour the—1.

Informs the House of vacancies, 1.

VACANCY.

Speaker, His Honour the—1264.

Have received from Hon. F. D. Monk his resignation. I accordingly issued my warrant to clerk of the Crown in chancery to make out a new writ, 1264.

VANCOUVER HARBOUR COMMISSIONERS.

Motion to introduce Bill No. 128.—*Mr. Hazen*, 2175.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2175.

This is to amend a Bill enacted at the last session and is for the purpose of making the Act workable and is done at the suggestion of the Harbour Commissioners, 2175.

VANCOUVER HARBOUR COMMISSIONERS.

House in committee on Bill No. 128.—*Mr. Hazen*, 2388.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—2388.

Summary of Act passed at last session. The Harbour Commissioners have asked us to amend that. They have found that there are cases where, in the public interest, they think it desirable that they should not be so limited, 2388. It is thought better that the power of granting these lots should remain with Crown

VANCOUVER HARBOUR COMMISSIONERS
—*Con.*

and that the Governor in Council should exercise it after obtaining a report from the commissioners as to the propriety of disposing of the lots. All the foreshares belonging to the Crown in harbours all over Canada have been disposed of for years past in that way. There has never been any sale by public auction. Under the laws governing it the man who owns the ripa, or bank, has an equity in the foreshores, 2389. The policy of the government in all these harbours is against selling, but simply to lease for a period of 21 years, 2390. In every case the interest of the public is safeguarded, 2391.

McKenzie, D. D. (Cape Breton North and Victoria)—2392.

It strikes me as a most unsatisfactory way that the rights of the Crown should be transferred to some private corporation and that corporation empowered to exercise the rights of the Crown in respect of that land. I cannot conceive of such a method working out satisfactory, 2392.

Sinclair, J. H. (Guysborough)—2390.

There is also the very important question of policy involved in this Bill, as to whether the harbour should be kept free, and not pass into the hands of private owners, 2390.

VANCOUVER ISLAND LABOUR TROUBLES.

Motion.—*Mr. Verville*, 1267.

Borden, Rt. Hon. R. L. (Prime Minister)—1325.

Motion is in somewhat peculiar terms, 1325. A motion in such extreme language cannot under any consideration, command the assent of House. Invite hon. gentlemen to vote it down by a large majority, 1327.

Carroll, W. F. (Cape Breton South)—1276.

Wish to discuss the coal strikes in British Columbia, Nova Scotia and United Mine Workers of America. Real beginning of trouble was in September 1912, when the employees of the Canadian Collieries Company came out on strike, 1276. Strike cannot be carried on in this country without the operators first having recourse to Industrial Disputes Act. Minister must know that the time to settle these disputes is at their inception, 1277. There has been open war between the United Mine Workers and operators for years. Almost every labour organization in this country to-day is in international union, 1278. Question involved is as to the right of miners in British Columbia to organize in whatever union they see fit, 1279. Worst feature of it is Mr. Price never attempted to hold a consultation with the men who had strike in hand, 1280. This is not the first time that a serious proposition of this kind has occurred in this country, 1281. Believe that minister approached question with a pre-conceived prejudice against United Mine Workers of America, 1282.

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—*Con.*

Carvell, F. B. (Carleton, N.B.)—1288.

In speaking on this subject, have but little knowledge on it from a practical standpoint, 1288. Have been receiving many communications from British Columbia within last three or four weeks, 1289. Correspondence on, 1290-91. That gives crux of matter in one short telegram, 1291. If minister had grasped this matter like a man of mettle, would not have had the trouble having to-night. Miners claim that two of their members had been discriminated against, 1292. Because of reporting gas in mine miners were discharged. Cannot make the ordinary man believe that the real fight is not a fight against international unionism, 1293. Correspondence on, 1294-95. Nothing further was done by British Columbia Government, 1295. Correspondence on 1296-97. Minister only sent a telegram stating the law, which they all knew, 1297. Minister could have settled strike simply by lifting his hand, 1298. It is no laughing matter to labouring people all over Canada that minister has seen fit to do nothing, 1299.

Crothers, Hon. T. W. (Minister of Labour)—1305.

Fact is that conditions have been grossly misrepresented. Letter on, 1305. Telegram and correspondence on, 1306. Correspondence on, 1307-8. Quotes from United Mines Worker's Journal, 1309-10. Everything that occurred on Vancouver island must be read in light of that communication. Moral degenerates themselves, their vision discerns in others nothing but depravity, 1311. Reads short extracts from judgment of certain gentlemen, 1312-13. Attitude was that strike in Vancouver island could not be settled except through officials of United Mine Workers of America, 1313. Only fair to say that a number of these men when they reached Winnipeg were persuaded not to go on to Vancouver. Refers to 'General Strike', 1314. Believe it come out in evidence of Angelo's trial that he was a paid agent from Indianapolis. Have been many base assertions made, 1315. Orientals have to get certificate before they can go into a mine to work. Majority of labour leaders whom I have met are reasonable men devoted to best interests of men they represent, 1316. Have never understood that it is a dishonourable thing to take back anything you should not have said, 1317. Did not go to Glace Bay because I was not able to carry out programme, 1318.

Green, R. F. (Kootenay)—1299.

Am far from having any decided opinion as to merits of case, 1299. Government of British Columbia have tried to handle the affairs of province in a just and fair manner to all interests concerned, 1300.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1300.

Certainly is a severe indictment against a minister of the Crown, 1300. Corres-

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pondence and a statement on, 1301. Great mistake made from the start was not to order an investigation right away. Prefer to fight this battle upon ground of policy, 1302. Mr. Price was not charged to make any attempt towards settlement of trouble correspondence on, 1303-04. Law was violated in a serious manner but men were goaded to madness, 1305.

Macdonald, E. M. (Pictou)—1318.

Minister has denounced United Mine Workers in every mood and tense, as anti-Canadian, 1319. Provincial Workmen's Association was the recognized labour union in Pictou. Has abused everybody connected with international labour unions, 1320. Extract from Rev. Hedley's address. Are not finding fault with minister for things he has done, 1321. Statements on, 1322-23. Whatever these men may have done, undoubtedly their offences against the law were committed in a moment of excitement, 1323. A Minister of Labour has a great task to fulfill in this or any other country, 1324. Minister has not the confidence of organized labour, 1325.

Morphy, H. B. (Perth North)—1270.

Find upon the record that the men were duly notified of what was required, 1270. Think we should be fair in discussing these matters both to the men and their employers. Am informed by Minister of Labour that from the beginning of trouble until to-day men never asked for a board of conciliation, 1271. Refers to a report and story of another witness, 1272. Quotings on, 1273. Minister's position was: these men must be reinstated, 1274. Correspondence on, 1275. It is to be regretted that a matter fraught with such immense consequences should be approached in a partisan manner, 1276.

Shepherd, F. H. (Nanaimo)—1283.

Requires a two-thirds majority of those entitled to vote for a strike and only a majority to return for work. Quotes from Coal Age of New York, 1283. Can be no objection as a rule, to operators recognizing a mine union. Quotes section 56, 1284. Orientals are only employed underground in mines of Canadian Collieries Company, 1285. Provision of Act that no Orientals should be employed underground was declared ultra vires by Privy Council. Come to conclusion after visit, that difficulty was absolutely insoluble, 1286. Justice Morrison's address to the men on, 1287. There is a widespread dissatisfaction and unrest among workers of the world. Quotes from Dickens, 1288.

Verville, A. (Maisonneuve)—1267.

Seem to have a one-sided return, just as we had a one-sided report. Trouble culminated on 15th of September, 1912, 1267. Reads a letter signed by Mr. Foster to

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Minister of Labour. Am simply stating that the men's case has been explained, 1268. How to consider the matter from both sides. Seems to me that when a motion is made for correspondence in connection with a strike, everything should be brought down 1269. Claim that minister is largely responsible for the suffering that has taken place there. Propose to move an amendment, 1270.

VANCOUVER ORANGE LODGE RESOLUTION.

Statement.—Mr. Chisholm (Antigonish), 2591.

Chisholm, Wm. (Antigonish)—2591.

Calls attention to the emasculation of question No. 18 on the Order Paper stating that it was not in the form in which it was submitted and that whoever did it had no right to do so, 2592.

Speaker, His Honour the.—2592.

The question was somewhat irregular in form and we reduced it as much as possible. After conference with the hon. gentleman it will be decided in what form the question will be put, 2592.

VICTORIA COUNTY ESTIMATES.

Inquiry.—Mr. Carroll, 567.

Carroll, W. F. (Cape Breton South)—567.

Have a telegram from same source, 567.

Maclean, A. K. (Halifax)—566.

Am advised that persons supporting Conservative party are making statements in regard to supplementary estimates, —566.

Rogers, Hon. R. (Minister of Public Works)—567.

No supplementary estimates for Victoria published yet, 567.

VICTORIA DAY ADJOURNMENT.

Motion:

That when this House adjourns on Saturday next, the 23rd instant, it stand adjourned to Tuesday next, the 26th instant. —Mr. Borden, 4022.

VOLUNTEER BOUNTY ACT AMENDMENT.

House in committee on following resolution: Resolved, that it is expedient to amend the Volunteer Bounty Act, and its amending Acts, by providing that the time within which any grantee or his duly qualified substitute may surrender to the Crown all rights under the said Volunteer Bounty Act, 1908, and may thereupon be paid the sum of five hundred dollars out of such moneys as are voted for that purpose by parliament, to be extended to the 31st December, 1914—Mr. Roche, 1396.

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Beland, Hon. H. S. (Beauce)—1396.

Asks if there will be an extension of time with regard to Bounty Acts, 1396.

Carvell, F. B. (Carleton, N.B.)—1396.

Will the minister not make a finality of this matter in the proposed legislation, 1396. Every year there is a further extension not for the benefit of the volunteer, but really for that of the speculator. The speculator has found that he has gambled and lost and parliament intervenes in order to protect him against an unsound business proposition, 1397.

Emmerson, Hon. H. R. (Westmoreland)—1398.

Would it not be possible to restrict the advantage of the renewals to the original holders of the certificates, 1398.

Knowles, W. E. (Moosejaw)—1398.

I would like to ask the minister what he does in connection with persons who have entered upon the land, and against whom there is an application for cancellation, 1398.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1398.

This is a renewal to allow them to make an application for a grant of money which they had earned by their failure to apply for the land. There must be some finality to this matter, 1398.

Mackenzie, D. D. (Cape Breton North and Victoria)—1399.

This legislation is very closely akin to another volunteer bounty matter, 1399.

Neely, D. B. (Humboldt)—1399.

It seems to me we are never going to get to the end of this South African veteran's scrip proposition, 1399.

Roche, Hon. W. J. (Minister of the Interior)—1396.

Forty-eight certificates still outstanding, 1396. This is not an extension of time to file on their lands; this is an extension of the time within which they can present their certificates and get the cash grant of \$500. It is impossible for men to make more money by delaying and it is not the intention to amend the Act to increase the amount to more than \$500, 1397. If they do not surrender their certificates before December 31, 1914, they will have to go without their money, 1398.

VOLUNTEER BOUNTY ACT AMENDMENT.

Motion.—Second reading of Bill No. 98.—
Mr. Roche, 1611.

Roche, Hon. W. J. (Minister of the Interior)—1611.

Explains object of Bill and answers questions asked when the Bill was introduced, 1611.

VOLUNTEER BOUNTY ACT AMENDMENT.

House in Committee on following resolution:

Resolved, that it is expedient to authorize the payment of a grant of one hundred dollars at any time before the thirty-first day of December, 1915, to every volunteer who is living on the date of the passing of an Act based upon this resolution, who was regularly enlisted in and served with the militia called out for active service in the year 1870, by the Government of Canada, with the exception of certain battalions or riflemen formed for service in the Northwest; and also to provide that such grant may be paid to the widow or legal representative of every volunteer who was living on the first day of April, 1912, and to whom no grant has previously been made under the authority of any Act.—Mr. Hughes.—3362.

Carvell, F. B. (Carleton, N.B.)—3367.

I believe thousands of men in Nova Scotia have been paid who were barely born at the time of the Fenian raid, and my hon. friend knows it. He believes it anyway. It is simply a scandal. The minister would give away all the resources of Canada to militia men if his followers would allow him to do so. But the minister has sane business moments, and he knows that a great fraud is being perpetrated upon his department by the people of Nova Scotia, 3367. I very much doubt the wisdom of the minister's granting a bounty at all, 3368. I think this thing has gone far enough; when you have paid nearly every man who was born in the province of Nova Scotia forty-eight years ago \$100, it seems to me that you ought not to pay the widows, 3373. I said this thing was a scandal; I repeat it, and the only man I am blaming is the minister, 3392. I have always taken the ground that a man should not be paid for defending his fireside. I take that ground to-night, 3393.

Davidson, A. L. (Annapolis)—3376.

The point I wish to make is that it seems somewhat regrettable that when this hon. gentleman was sitting on this side of the House, and when the party of his own political persuasion was in power, he did not take the same interest in this question, 3376. Mr. Carvell comes here and says that the people of Nova Scotia by wholesale would commit perjury. If this hon. gentleman has charges to make of any kind against the people of Nova Scotia let him ask for a committee, 3377. All hon. members opposite deplored that the Minister of Militia was so slow and dilatory in making these payments. Had they stood to the back of Mr. Monk in 1906, or to the back of Mr. Middlebro, in the year 1911 and forced their government to enact legislation such as we enacted the moment we got into power, then these people would not have had to wait so long, 3379. Hon. gentleman when they are out of power, when they have

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no influence, when between us and them there is a deep gulf fixed, are very anxious to come forward with a great deal of advice and explanation; but it counts for very little and the people understand that, 3380. The Bill as passed provides that those persons called out for actual service were entitled to the bounty, 3381. I think it should be borne in mind that every Liberal member from the province of Nova Scotia, when his party was in power, did everything in his power to prevent the Fenian raid veterans of the province of Nova Scotia from receiving these bounties, 3382.

Fowler, G. W. (Kings and Albert)—3374.

The hon. member for Carleton is so much in the habit of making charges that he cannot refrain from attacking his own friends. I suppose that accounts for his attack upon the people of Nova Scotia to-night. Where have all the fire-works gone? Is the stock exhausted that we did not have an exhibition from the member for Pictou to-night, 3375.

Kyte, G. W. (Richmond, N.S.)—3383.

If the people of Nova Scotia are enjoying the advantage of a bounty of \$100 in respect of the service they performed in 1866 then the people of Nova Scotia have very little to thank my hon. friend from Annapolis for or any hon. gentleman supporting the government in this House. Mr. Monk and others quoted as to interpretation of resolution, 3383-7. I only desire to say further that so far as the applications from the county I have the honour to represent are concerned, they are made in good faith and are supported by absolute evidence, and they have been filed in the Department with the most honest intention on the part of every applicant. The hon. minister seems to express some doubt that there exists anywhere in the province of Nova Scotia lists of Fenian Raid bounty applicants, 3389.

Hughes, Hon. Sam. (Minister of Militia and Defence)—3366.

I think the hon. member for King's failed to note that in introducing the subject as he did, he made it evident that the threatened invasion had passed and gone before they were organized, 3366. I never saw the order which called out the volunteers in Ontario, Quebec, New Brunswick, or Nova Scotia. Therefore it did not matter to me whether there was an order or not. The law was here and no man could come out on active service unless he had been called out under those orders, 3390. If the hon. member will produce evidence to show that one man in Prince Edward Island was called out for active service, I will bring in a new Bill, 3391.

Hughes, J. J. (Kings P.E.I.)—3362.

Calls attention to fact that Prince Edward Island is not included in resolution. In

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that year the governor of the colony of Prince Edward Island, in opening the legislature, called attention to the fact that Canada was threatened with invasion, and he asked the legislature to make preparation to meet it. The legislature of Prince Edward Island did make such provision, and it passed a special Militia Act rendering every male in the province, between the ages of 16 and 60 years, liable for military service, excepting a few such as clergymen and school-masters. Records of the time quoted, 3363-4. The Minister is certainly discriminating against the province of Prince Edward Island, 3390. They use this money only where they think it will be of political advantage to them they take the money of all the people to buy the political support of some of the people, 3391.

Law, B. B. (Yarmouth)—3371.

Disapproves of remarks of Mr. Carvell, 3771. Urges the Minister to have bounty paid as quickly as possible as men are getting old. Reference made to circular re Fenian raid claims circulated in Yarmouth, 3372.

Macdonald, E. M. (Pictou)—3374.

I think the minister should amend this Act so as to make the money payable to the volunteer who was living on the 1st day of April, 1912, because subsequently he goes on to provide for the payment of money to the widows of legal representatives of the volunteers who died since that time. As a matter of good drafting, I think that should be done, 3374. I would suggest that, while we have no objection to the resolution going through, the minister would be wise if he would frame his Act so as to make clear the points that I have called his attention to, 3396.

McKenzie, D. D. (Cape Breton North and Victoria)—3394.

If the hon. member for Annapolis thought he was going to make capital against Nova Scotia member by this performance he is very much mistaken, 3394. It is not a matter of politics, it is a matter of recognizing deserving acts performed by patriotic citizens forty or fifty years ago, 3395.

McLean, A. A. (Queens P.E.I.)—3365.

The Fenians were the only men who were disturbing the peace of the country at that time. A unanimous vote of the Legislature of Prince Edward Island was passed pledging the whole revenue and resources of the island towards rendering assistance to repel this attack, and at the same session a militia Act was passed. That was not an ordinary thing in the province of Prince Edward Island at that time. Of these men, 813 were equipped with uniforms, 3365. Many of the Militia in Nova Scotia and Upper Canada simply drilled, they were called out and

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met at a certain place and were inspected by an officer and that is all that happened. They get their \$100. Why should not those in Prince Edward Island get theirs? There is no reason, 3366.

McMillan, J. A. (Glengarry)—3373.

I would ask the hon. minister of Militia whether the men who came with pitchforks are not as deserving of the \$100 grant as those who came with shot-guns, because they did as much duty as far as the defence of the country is concerned, 3373. I think myself that we should perhaps remodel the legislation under which these grants are made, 3374.

Morphy, H. B. (Perth North)—3371.

Surely a brigade like the Grand Trunk Brigade of Stratford, with the regulation uniform, the regulation arms, all the equipment required, going into active service, travelling seventy miles from their homes, and defending their country, ought to be recognized in this legislation? 3371.

Sharpe, Samuel (Ontario North)—3373.

If the hon. member for Carleton charges that the men who sent in these claims are crooks and perjurers, the Nova Scotia people have a right to resent his imputations in the strongest possible manner, 3373.

Sinclair, J. H. (Guysborough)—3368.

Thinks Mr. Carvell does not understand facts as regards Nova Scotia. Proclamation at the time calling out militia quoted, 3368. Quotations from speeches in Legislature of Nova Scotia, 3369-70. I want to draw the attention of the minister to the provision with regard to the widows of the veterans, 3370.

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Howe in committee on Bill No. 176—Mr. Hughes, 4339.

Borden, Rt. Hon. R. L. (Prime Minister)—4359.

The intention of the Bill is to apply this bounty to those who were actually called out for active service and who really turned out in response to that call, 4359. In the other provinces of Canada there is no pretense of applying these bounties to those who had been drilling in January or in the previous year, or to those who drilled later in the year, 4360.

Carroll, W. F. (Cape Breton South)—4355.

In view of the fact that there have been statements made in the House which would lead one to believe that there were some people in Nova Scotia who would commit perjury, I desire to make a remark or two upon that matter, 4355-7.

Carvell, F. B. (Carleton, N.B.)—4342.

Why does the minister not change the law and make it cover the men really en-

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titled to it, and so change it that the 12,000 men in Nova Scotia who performed annual drill and who are not entitled to it shall not get the \$100, 4342-3. My name has been mentioned in connection with this matter and I might make one statement, 4360-2.

Hughes, Hon. Sam. (Minister of Militia)—4340.

This is an extension of the present law, 4340. I am free to admit it is mixed up. My hon. friend told me at the start that I was laying up a peck of trouble for myself, and he told me truly; but I knew it at the time, and I accepted the trouble in order to satisfy the old fellows who, in all parts of Canada, turned out loyally and well in '66 and '70, 4343. I might point out that the Militia Department merely issues the warrants, the payment is made by the Finance Department, 4353. The information that my hon. friend thinks was given by the department might have been obtained at the court, for the commission sat in open court, 4354. We took extraordinary precautions in regard to Nova Scotia. We appointed a commission, which took evidence from old and young, liberal and conservative, and then made a report, which has been laid on the table, 4362.

Hughes, J. J. (Kings P.E.I.)—4358.

There can be no question but that these men of Prince Edward Island volunteered and drilled in preparation to repel an invasion, and that in doing so they were 'responding to legal call.' That call was in the statute of the province, 4358-59.

Lalor, F. R. (Haldimand)—4341.

In the county adjoining mine, the county of Lincoln, there is a striking case where the men who belonged to a certain company have a grievance, 4341-2.

Macdonald, E. M. (Pictou)—4344.

I do not think my hon. friend the Minister of Militia knew the facts as they existed in regard to Nova Scotia when he first came to Parliament with this proposition, 4344.

Maclean, A. K. (Halifax)—4351.

At no time in the history of this Parliament did this question come before it in quite the same manner in which it is found set forth in the present Act, 4351-2. Letter of Halifax Conservative Association quoted, 4352-3.

McCurdy, F. B. (Shelburne and Queens)—4345.

Anyone who talks sneeringly of the loyal and spontaneous response of the militia forces in Nova Scotia does a grave injustice to the militia of that province, 4345. I cannot dissent too strongly from the opinion which he has expressed, and I wish to resent, on behalf of these rugged old veterans the slurs which he has sought to cast on their honesty, 4346. In reply to the question put just now by

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the hon. member for Pictou. I beg to say that Liberal members supported their administration when in power and declined to have these grants voted to the Fenian raid veterans, but they did not have the courage of their convictions to oppose it when the positions were reversed and when the Conservative Government proposed the grant, 4348.

McKenzie, D. D. (Cape Breton North and Victoria)—4363.

I rather regret that it remains for us from the province of Nova Scotia to be wrangling politically over the virtues of this particular Act, 4363. I believe that every man in Nova Scotia who is receiving a dollar of this money is receiving it actually and altogether within the law and because he is entitled to it, 4364. It is extremely disagreeable that political cantankerousness has been introduced into this matter, and particularly by a mild-mannered man like Mr. McCurdy, 4365-6.

McLean, A. A. (Queens, P.E.I.)—4357.

There is evidence on record in Prince Edward Island that the Prince Edward Island militia were called out to drill just the same as the militia of Nova Scotia were called out to drill under the proclamation of the 17th of March, in preparation to repel the invasion, 4358.

Oliver, Hon. Frank (Edmonton)—4340.

Asks if Manitoba forces would be eligible under this Act, 4340-41.

Rhodes, E. N. (Cumberland)—4354.

Hon. gentlemen opposite were in power for fifteen years but never enacted any legislation of this kind. When the question was put to the Minister of Militia in the late government, he stated that the government did not intend to do this sort of thing. Shortly after the present administration came into power, this Act was placed upon the statute-books and the credit is due to the Borden administration, 4354.

Sinclair, J. H. (Guysborough)—4348.

It is perfectly clear to any man who will honestly look into the facts, that the number of Nova Scotia veterans who are applying for the bounty at the present time is not excessive, considering the population of the province in 1866, 4348. Quotations from Hansard, 4349. Letter quoted, 4350.

Sutherland, Donald (Oxford South)—4362.

I wish to say a few words in regard to a number of veterans in the county which I represent. As this is a matter that is going to be dealt with in history and literature, according to the minister, I wish to say a word or two in behalf of these men who have been refused the \$100 grant that has been given in other cases, 4362.

WAYS AND MEANS—THE SUPPLY BILL.

House in committee on following resolution:

1. Resolved, that towards making good the supply granted to His Majesty, on account of certain expenses of the public service for the financial year ending the 31st March, 1914, the sum of \$1,891,661.05 be granted out of the Consolidated Revenue Fund of Canada.
2. Resolved, that towards making good the supply granted to His Majesty, on account of certain expenses of the public service for the financial year ending the 31st March, 1915, the sum of \$50,361,346.66 be granted out of the Consolidated Revenue Fund of Canada—Mr. White, 2378.

WAYS AND MEANS—THE SUPPLY BILL.

Motions:

Resolved that towards making good the Supply granted to His Majesty on account of certain expenses of the public service for the financial year ended March 31, 1914, the sum of \$1,365,370 be granted out of the Consolidated Revenue Fund of Canada.

Resolved that towards making good the supply granted to His Majesty on account of certain expenses of the public service for the financial year ending 31st of March, 1915, the sum of \$126,465,667.86 be granted out of the Consolidated Revenue Fund of Canada—Mr. Rogers, 5271.

WAYS AND MEANS—THE BUDGET.

Annual statement—Mr. White, 2440-71.

Aikins, J. A. M. (Brandon)—2645.

The thing that should be aimed at by all persons in Canada is the creation of a common sentiment as well as common business relations between the East and the West, 2645. We know that the late administration, from 1896 onward, tickled the ears of the people of the West with the suggestion: that they were going to give them the Hudson Bay railway, 2646. I intend now, as representative of a rural constituency, to take a brief for the farmers of that constituency, 2647-8. Another argument used against a free United States market for wheat is that it would involve loss to our railway transportation system, 2649. The price of wheat can be improved also by a reduction of freight rates to the ocean and across it and, as I have pointed out, by the completion of the Hudson bay route. I press upon the government these considerations, 2650. The reason assigned why the Canadian farmer of the West is not placed on an equality with his American competitor is that it would cripple the manufacturer of agricultural implements in the East, 2651. When the late administration had been in office some time they thought they would tear a hole for the United States

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in the National Policy garment which they wore, present it to the country and say that it is unfit for the people of Canada, 2652. Hon. gentlemen opposite have really no policy; they are at odds and ends among themselves, 2653. What did the late administration do in respect of benefitting the West by railway construction, 2654-6. Revenues received by government from Saskatchewan and Alberta, 2657-9.

Ames, H. B. (St. Antoine)—2501.

I do not think the hon. gentleman has brought home in his criticism anything very serious with reference to the policy of the government or of the Minister of Finance, 2501. The year from which we have just emerged 1913-14 was not a year of the greatest prosperity such as Canada sometimes sees; it has been a year in which there were trying conditions, and we were able to meet those conditions and overcome them very largely because of the wise foresight exercised in the administration of our affairs for the previous year, 2502. But the feature of the expenditure last year which strikes one most forcibly, although it was passed over very lightly indeed by the junior member for Halifax, was the great sum that was required to be paid out in railway subsidies, 2503. The junior member for Halifax indulged in a comparison of records. We are quite willing to submit to such comparisons, 2504-7. Wider markets and the tariff policy referred to, 2508. Free food means free trade. If the farmer of this country can have no protection, he has a perfect right to demand that nobody else shall have protection. So long as the farmers of this country, as I believe they do in large numbers, need and desire protection, they are entitled to it. But the main point is, that our worthy American friends have hung out a bait in the hope that Canadians would snap at it, 2509.

Armstrong, J. A. M. (York North)—2592.

Mr. Lemieux's political partisanship, his desire for political preferment, no doubt overcame his interest in the welfare of the Canadian people. He said that hundreds and thousands of unemployed were walking the streets of Montreal, and that the same condition prevailed in other cities throughout Canada. He said that the big interests won the last election for the Conservative party, 2593. I am proud to be a Conservative, because once more we can make the proud boast that so far as tariff matters are concerned this party can claim consistency. I wish to say a few words with regard to some of the matters upon which hon. gentlemen opposite and those of us on this side of the House disagree with regard to the tariff. I am going to confine my remarks to the two items of free wheat and free agricultural implements, 2594-5. I consider Senate reform one of the most

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important matters before the people of Canada to-day; the existence of that body as it is now constituted is unjustifiable in Canada, 2595. And that its very existence is an insult to the intelligence of a free people. Canada cannot live by any one industry alone. The farmer must co-operate with the manufacturer; the manufacturer is just as important as any other class, 2596.

Boivin, G. H. (Shefford)—2891.

The Minister of Finance says that every one who is in favour of free wheat is a free trader, that free wheat means free trade. Some Conservative member from Manitoba should have taken issue with him and demonstrated that the Conservatives of Manitoba are not free traders, 2892. Just so long as the people of Canada remain indifferent to their own interests and until they banish this government from power, they will have to pay through customs and excise duties all the money that the hon. Ministers of Public Works and Militia may desire to spend, 2893. There was a cheer of delight from the party sitting behind the Minister of Finance when he announced that the duty would be reduced by 5 per cent, but we have not yet heard the cheers or the echoes of the cheers of delight from the farmers of Canada who wanted free wheat, who wanted free agricultural implements of all kinds and who got nothing at all, 2894. We on this side of the House stand for that protection which protects, and not for that protection which kills. Is it really going to hurt our railways to give the farmers free wheat, 2895. We are in favour of a tariff for revenue and we are in favour of protection for every Canadian industry which requires protection but not for those which do not require it, 2896. We gave them protection for fifteen years and we will continue to give them protection if they can prove to us that they require it, and we will give them that protection without hurting the other classes in Canada, 2897.

Buchanan, W. A. (Medicine Hat)—2660.

Criticises the speech of Mr. Aikins, 2660-1. The tariff changes which have been brought down bring no cheer to the people of the West, 2661. We are told that free wheat will ruin the milling industry, of this country, which is proof that the millers have the ear of the government to a far greater extent, and have far greater influence with the government, than have the farmers who ask for free wheat, 2662. The western farmer would like to have free trade just as much as the eastern Canadian people want protection, because the latter consider that protection is to their interest. I maintain however, that the United States is of value to the Canadian farmer; there is no question that the Canadian farmer, especially the western farmer, believes that that market is the most advan-

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tageous that is offered for the products of his land, 2663. Those of us who live in western Canada know that in many parts of the country conditions do not warrant the farmer in going into mixed farming, 2664. Free wheat affects not only the farmer of western Canada but every man in business in that country. I want to deal with the question of agricultural implements for a few moments, 2565-6. The question of immigration referred to, 2566-7. We in the West have grievances which must be remedied before we are a contented people, 2668.

Burnham, J. H. (Peterborough West)—2629.

There can be no question that to be able to announce a surplus at the end of the year in the ordinary and well understood way of book-keeping, is an achievement worthy of consideration, 2629. As to depression, the hon. gentlemen opposite point the finger of scorn at Canada and particularly at the Conservative party, charging us with being responsible for this depression. The absurdity that frequently arises is the incidence of taxation and not the fact of protection, 2630. The eastern question referred to, 2631-2. Like all things immigration should be tempered; it should be kept within bounds—that is protection. The two classes that must have protection are labour and agriculture, 2633-4. I wish to turn for a moment to what I regard as of almost equal importance, what seems to me the foundation of all economic life—I refer to the minimum wage, 2635-6. The farmers found that the home market, the manufacturing centres, had developed so rapidly that they left the farms. The promise of the Conservatives has been carried out in a marvellous manner, 2637. And so when conditions demand that we should put up the bars, we put them up, and we put them high enough to keep out a race that threatens our supremacy, or to keep out their goods which would stop our machines from working, 2638. But the painful fact about all this is that its free trade triumphs lies in following the line of least resistance, and that line of least resistance is the under-paid labour of those who are compelled to sell their labour to live, 2639.

Carroll, W. F. (Cape Breton South)—2547.

Mr. Cockshutt's speech criticised, 2547-9. Questions the accuracy of the figures given by the Finance Minister with regard to immigration. That shows that this government, instead of inducing the immigrants to take up farms, where they could do some good not only for themselves but for the community at large, is encouraging the newcomers to go into the large centres of trade, 2549. Resolution passed by Vancouver Trades and Labour Council quoted. When the manufacturers of this country feel that they are able not only to capture the Canadian

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market but also to compete successfully in the markets of the world, their products should be put on the free list, 2550. Anything this or any government does to help the steel industry has my hearty and unqualified support. Steel and coal industries dealt with, 2551-4. We have been told by hon. gentlemen opposite that this high cost of living is a world-wide tendency, and that you cannot legislate against 'a tendency. Now, the high cost of living is a world-wide tendency—to a certain extent; but let me give you first some figures for the last twelve years and then figures for the last five years, 2554-5. The price of foodstuffs is going up, but wages are not going up in the same ratio. The reason is not far to seek. The present financial stringency in this country—due to what I do not know—keep the wages down and makes for unemployment, 2556.

Clark, Michael (Red Deer)—2862.

We are not pessimistic about Canada but we are about the present government, 2863. I want to urge that our government are in a large measure responsible for the existing condition, 2864. Think it is most unsound finance to extend our borrowings in a condition such as that of Canada at present moment, 2865. Wish to impress minister that the farther he goes on this course the more he will find that a nation cannot spend and borrow itself into prosperity, 2866. Minister ought to aim at a surplus to avoid borrowing and an honest financier should always be endeavouring to wipe out the national debt, 2867. Our exports during recent months have been declining, this means that production has been reduced to a minimum, 2868. Elevators and railways under those circumstances can only become monuments of the folly of present government, 2869. To speak of home market alone as of any use is to express distrust in Canada and its future, 2870. Was surprised to find that somewhat extensive tariff changes were made, 2871. Want to congratulate minister for altering tariff and doing without help of a tariff commission, 2872. There is no need for a long argument upon question of free wheat, 2873. It is the combines that are raising the cost of living to poor people of this country, 2874. Think government have made a great mistake in the way they have handled this subject, 2875. This particular industry of iron and steel is a good illustration of all evils of protective system, 2876. Men's unions are found to be weakest where tariff is highest, 2877. Quotation from speeches of men in American labour unions, 2878. There is nothing theoretical about protection, it is practical enough, 2879.

Clarke, W. A. (Wellington North)—2731.

Seems that condition of affairs in Ontario, is sometimes neglected by those of us who are responsible to people whom we represent, 2731. Did not hear agricultur-

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ists in my county complaining about a money stringency, 2732. Quotes an article on, 2733. Has been quite a decrease in rural population of some of western Ontario counties, 2734.

Cockshutt, W. F. (Brantford)—2529.

The air has been materially cleared by the pronouncement made by the Finance Minister on financial matters and in masterly style he has dealt with every phase of the commercial and financial life of our country. The immediate outlook is still very encouraging, 2529. Take the railway that I have just mentioned, conceived, as I believe, in political jobbery and carried on with extravagance and political iniquity, so that today we are face to face with a report that says that upwards of \$40,000,000 of the public money has been spent in that extravagant way, 2530. Under the Laurier government political and commercial morality sank to the lowest ebb at which it has ever been since confederation, 2531. Protection and free trade and tariff changes referred to. Page Croft quoted as to free trade, 2532-4. When the manufacturer ships goods from this country he pays the duty, but when the American manufacturer ships implements here the Canadian farmer pays the duty, 2535. Hon. gentlemen opposite certainly have put themselves in a position from which they cannot very easily extricate themselves. It is very easy to attack a protective tariff, but it is not so easy to design a substitute for it, and hon. gentlemen opposite have entirely failed to propose anything which would take its place, 2536. When the hon. member comes here and talks about the grievances of the farmer, I can tell him that the farmer has not nearly as many grievances as he would lead us to suppose, 2537. No tariff could advance the prices of goods beyond the amount of the duty that is exacted, 2538. The whole history of trade with the United States from start to finish is that, when it comes to carrying out their side of a commercial bargain, they do not do it aright. They are always very ready to sell to you, but they are never ready to buy from you, 2539. To those who think that the United States is such a fine market for implements, I may say that they can have that 90,000,000 market for ten cents, so far as I am concerned. Article quoted from a western paper on binder twine, 2540. Hon. gentlemen opposite killed binder twine; in the same way they killed barbed wire, and in the same way they propose now to take the industries piecemeal and kill them one by one, 2541. How in the name of all that is practical could you hope that freight rates would be reduced on roads that cost an enormous amount and from which most of the traffic was afterwards to be diverted to foreign countries? The whole thing is too silly, it is not worthy of the serious attention of commercial men or

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men who want to build up the Dominion of Canada. Reference made to the contribution for the British navy and the up-keep of the Empire's defence, 2542-3.

Cruise, R. (Dauphin)—2824.

People of western Canada will have to export large quantities of wheat as long as they have no home market for it, 2824. Every man who wants to be fair knows that in Canada to-day we have practically no competition in handling of our grain, 2825. Trouble with farmer to-day is that he has to much protection, 2826.

Devlin, E. B. (Wright)—2621.

A more inapt, a more hopelessly helpless government than that now in power I do not think this country has ever seen. In listening to the speeches delivered during the last few days, one would imagine that the Conservative party had absolutely nothing to their credit except the memory of the work of Sir John A. Macdonald upon the tariff and the building of the Canadian Pacific railway. Reference made to the policies of free trade and protection and quotations from speeches and other sources given, 2622-3. The Minister of Finance announced the surplus of \$36,000,000. Let me tell the House that not all the Conservative organs of the country believe that the Minister of Finance has a surplus, 2624. Let us find out something about where this surplus came in. Where is our money going? That is the next question the people will ask, 2625. To bring immigrants into this country, without any money, without any prospect of employment when they get here, I say it is a crime on the part of the government to spend the money of this country in encouraging such immigration. Let me now say a word upon the question of the tariff, 2626-7. I believe that if we had better transportation facilities in this country, including water facilities, we should have cheaper food and therefore I was somewhat interested in listening to the demands made by a very large delegation from all over Canada asking for the construction of the Georgian Bay canal, 2627. We want to know what they are going to do to reduce the cost of living in this country. Speaking for the farmers of Canada, I am not satisfied with what the government have done in connection with agricultural implements. I want to offer to the House some suggestions which I think would be in the interest of the agriculturists and labourers of Canada, and I shall state them in a few words, 2628-9.

Douglas, J. M. (Strathcona)—2835.

Clothing is dearer to-day than it has ever been in history of Canada, 2835. Price farmer gets for his raw product has no influence on price at which manufacturer sell to wholesaler, 2836. We are also going into mixed farming, 2837. These

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mills were all closed under high protective tariff on binder twine, 2838. Think statement is true that binder twine industry is in hands of American trust to-day, 2839.

Edwards, J. W. (Frontenac)—2603.

I am sure every hon. gentleman in this House, whether he sits on this or on the other side, is pleased with the state in which the finances of the country are, and have been, during the regime of the present government, 2604. I contend that the best consumer the Canadian farmer has to-day is the citizen of Canada, and any policy which has a tendency to build up industries here thereby providing a consuming population and home market for Canadian farm products, is the only proper and sane policy for this Dominion. Canada's second best customer is the United Kingdom, 2605. Hon. gentlemen opposite are contending that the United States is our natural market for farm products, and yet we have an official document from the United States government which declares that over 51 per cent of the domestic merchandise exported from that country in 1911 is merchandise of the farm. Table of exports of domestic merchandise of United States and wheat flour sent to Canada, 2607. I have said that the prices of food in the United States have not been materially affected since the Wilson-Underwood tariff came into operation. I want to give proof for that statement, 2608-9. The question is often asked why the boy leaves the farm. That has been the subject of a good deal of comment in the newspapers and in this House, 2609. You cannot induce the farmer to stay on his farm by reducing his profits as an inadequate tariff would do, 2610. The question of free wheat and corn referred to and quotations given, 2610-11. When we compare conditions in the West with the East we find conditions better in the West than in the East. Report of Grain Markets Commission quoted as to wheat requirements of importing countries and other matters, 2612-14. Ocean freight rates on wheat, free wheat and agricultural implements referred to and quotations from liberal papers and speakers cited, 2614-18. Some things have been said on the other side about the high cost of living. I am heartily in favour of any policy which will encourage the iron industry in this country, 2619. The election returns of 1911 referred to, 2620-1.

Emmerson, Hon. H. R. (Westmoreland)—2673.

Protection is the soil of which corruption grows. Our whole body politic is menaced, mentally, socially and morally—politically speaking—by corruption, 2673. The minister's remark that it is not advisable that a nation's tariff should be so arranged as to fit into the tariff policy of another nation was received with acclaim, 2674. If we had under the Liberal regime in 1908 a protective tariff that was adequate, why was it necessary for

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my right hon. friend to ask this Parliament to pass a motion in favour of adequate protection, 2675-6. I am an out-and-out free trader, and I wish circumstances permitted the adoption of free trade. Letter of secretary of Nova Scotia Fruit Growers' Association and others quoted, 2677-8. He was disposed to do something for the western farmers in the matter of a certain class of agricultural implements; but here is the secretary of this horticultural society stating that they have to pay thirty per cent on all the machinery necessary to be used in connection with their orchards. Reference made to the tariff schedule in connection with building stone, 2679. I believe that every tariff should be framed in the open. Let there be light with respect to these matters. In the case of basic slag, the order which resulted in the imposition of taxation on the farmers of eastern Canada was passed in secret and by one man. Every business question comes back sooner or later to the question of the tariff, 2680. The effect of protection in every country and upon every class is to weaken its will and narrow its enterprise; it teaches the classes to look outside of themselves, 2681. While I am not in favour of protection, I say frankly and fairly that if you could have a moderate protection without the possibility of combines, many of the evils incident to protection would be eliminated, 2682. The Liberal party constitutes practically half the population of Canada, and yet these people are being denounced as disloyal because they advocate a reduction of taxation because they favour a policy which means free food to the people and free raw material to the agriculturists, 2683. I am free to admit that there cannot be free trade so long as the indirect instead of the direct method of taxation prevails as arranged at the dawn of Confederation, 2683.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2849.

Motion moved by my friend is not quite so inclusive as many people in this country had been led to believe it would be, 2849. There never were better agricultural methods employed in Dominion of Canada than in 1914, 2850. Time is coming in the West, when wheat will no longer be the only great product of our western land, 2851. Our advice to western farmer to go into mixed farming, is the thing which is taking hold of West to-day, 2852. Hold here the actual statistics and prices of flour in different months, 2853. Have here a list of different grades of flour which I will refer to, 2854. Believe that a forward policy on question of good roads carried out fully, will do more than almost anything else to keep people on farms, 2855. Every farmer would rather have free agricultural implements than to have to pay even a small tax upon them, 2856. Farmer wants free wheat in West, 2857. Farmer is vitally interested in having

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industries of country at their highest level of efficiency and widest range of distribution, 2858. Question as to whether or not under free wheat farmer who raises wheat will get higher prices is an important one, 2859. There is now a marked diversion towards mixed farming, 2860. Am arguing for a policy for grinding as much of our wheat into flour as possibly can be ground, 2861. There is a vast unfilled market for farmer's products in this country and for products of our different industries as well, 2862.

Garland, W. F. (Carleton, Ont.)—2783.

There is quite a difference between way in which the country is being administered by present government and the way in which it was done by late government. Ontario farmer has as good a yield to-day from his farm as he had fifty years ago, 2784. Should boost Canada when we are in parliament and when we are out of it, and tell people of other countries that Canada is the greatest country in the universe, 2785.

Lalor, F. R. (Haldimand)—2826.

Regret that tariff question cannot be considered on its merits, removed altogether from politics, 2826. Surplus this year is one that we may justly feel proud of, 2827. Have instances where a reduction of duty has not done very much good, 2828. Shall be glad if electors of this country have a chance to decide between free trade policy and policy of moderate protection, 2829. Believe in a fair and moderate protection, 2830. We are bringing into Canada the produce of other countries in too large quantities, 2831. There is no class of people who work harder than the farmers, 2832. Hope government will inaugurate a system of cheap transportation in interests of farmers as a whole, 2833. Refers to canning industry, 2834. Should not knock our country but try to boost it, 2835.

Lanctot, Roch (Laprairie and Napierville)—2777.

Want to make a few remarks on certain changes effected in tariff, especially as regards three kinds of agricultural implements: mower, binder and harvester, 2778. Investments made are of no benefit to country, 2779. This government was unwilling to carry out the Laurier Navy Act, 2780. Government has not deemed policy of 1910 proper to carry out, but has launched a new policy in 1913, a proposal to grant three dreadnoughts to Great Britain, 2781. Think that best means of assisting farming class in improvement of highways would be to increase the subsidies to provinces, 2782. Any municipality effecting such improvements, would be entitled to get grant provided by Act, 2783.

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Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—2841.

Resources of Canada are enormous, and though we have hardly touched the fringe of them, in eastern provinces agricultural production is not keeping pace with requirement of country, 2841. Charge government with the responsibility for failure to deal with situation which is staring them in face, 2842. They are not new settlers for land that are coming in at present time, but rather mechanics and artisans, 2843. Application of economic principles is not to be determined simply from theoretical conceptions, 2844. We propose to deal with farming implements as with everything else, 2845. Farmers have represented that they are hampered by cost of production and still more by insufficiency of markets, 2846. Trusts and combines are the bane of these latter days, 2847. These differences in price do not go into pockets of farmers, but into pockets of combines, 2848. Call attention to this proposition which I move. That this House is of opinion that in view of the prevailing economic conditions of the country it is advisable to place wheat products, and agricultural implements on the free list; and that without doing injustice to any class, steps should be taken to alleviate the high cost of living by considerate removal of taxation, 2849.

Lemieux, Hon. R. (Rouville)—2574.

When I read the Budget speech of my hon. friend the Minister of Finance, I am obliged to say that the characteristics of his Budget are as reactionary as the party to which he now belongs. It is a most reactionary Budget; it is a complete surrender to the interests and the manufacturers of Canada, 2574. He stated that from now on he, his government and his party stood for the National Policy; he reiterated the statement that the government was committed to a policy of protection. Gives historical survey of what protection was meant to be in this country, 2575-8. If imperial federation was declared an impossible dream, at all events we on the Liberal side made Imperial co-operation a reality, 2578. So to-day we can say safely that Canada can negotiate commercial treaties, and the same may be said of Australia and New Zealand. Who won that privilege for the overseas dominions? It was the Liberal Prime Minister of Canada. From that very fact alone the fifteen years of Liberal government was a boon to our country, and if it emerged greater, not only in the eyes of the empire but also in the eyes of the world, the Liberal government must be given credit, 2579. The Minister of Finance had to boast of something, and so he boasted of a surplus of \$36,000,000, but that is poor consolation for the thousands who feel the bite of the hard times and of the high cost of living. We could reduce the cost of living, first by reducing taxation, 2580. The government has completely ignored the consumers in the present Budget. The

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favoured one are the food monopolies—the canner's combine, the cold storage men, the packers, and the big commission houses. The farmer, the government say is also entitled to protection. Quotations given on this regard, 2581. I said that the present government was responsible partly but, since the new tariff, chiefly for the high cost of living. It can face the hard times by decreasing expenditures. Let us take the Departments of Public Works, Interior and Militia. Here is a list of expenditures for these departments for the last two years and for the present year, 2582. Let me give the House a few figures, which I take from the speech delivered the other day by Mr. Oliver, 2583-5. What has been the effect of the Underwood tariff in the United States Bradstreet's quoted, 2585. We are told that free wheat is free trade and that free trade will destroy all our home industries, 2586. There is no fear that the Canadian railways will ever suffer if free wheat is granted to the western farmer, 2587. We are wedded to a system of moderate protection as long as we raise our revenue by way of indirect taxation, 2588. Quotations from 'New Freedom' touching free trade, 2589. The Canadian Naval issue referred to, 2590.

Maclean, A. K. (Halifax)—2482.

The minister was rather apologetic for present conditions and rather fearful of conditions for the future. There are many promises unredeemed and many hopes unfulfilled in connection with the affairs of our country. On the whole it would appear that the year was quite a serious one for the government so far as finance is concerned, 2482. Let us institute a comparison of the financial operations of the fiscal year just closed with the preceding year. It will appear interesting and more or less astounding, 2483-4. Let me discuss briefly some matters in relation to the trade of the country. The total trade of Canada for the fiscal year just closed, notwithstanding the trade conditions prevailing during the past year, show a slight increase, 2485. When out of power the government party were emphatic and insistent that the late government were grossly extravagant in expenditure, 2486. The government must take the full responsibility of its own supply and expenditure. They alone are responsible, and I charge that they are needlessly prodigal in this respect, and are not in any degree, it would appear, guided by principle or policy. Now let us investigate briefly the actual expenditures of the present government, 2487-8. What have these gentlemen done since they came into power, what have they to show in fulfilment of their promises and professions; where are the wider and the better markets they said they could give us? 2489-90. I wish to deal with some matters relating to tariff questions. The Minister of Finance laid down the proposition that free food meant free trade, and that free

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implements also meant free trade. I fail to understand that proposition, and I doubt both its soundness and its aptness, 2491. I wish to discuss at some little length the question of removal of duty upon wheat in this country in order to secure from the United States admission into that country of our wheat and flour, 2492-6. There is just one more matter I propose discussing before concluding my remarks, and that is the question of tariff policy respecting food products, 2497-2500. Have we not reached that stage when we might, for the benefit of the consumer, place foodstuffs upon the free list? That is the position which we upon this side of the House take, and I think the position is sound as a general principle. I believe we have the human side at least of the issue.

Marcil, Hon. Charles (Bonaventure)—2755.

We have the statement of the Minister of Finance, speaking for the administration, that the government intend keeping up the old National Policy, 2756. How is it that we have again to submit to the humiliating spectacle of voting to cut down the representation of Ontario and the eastern provinces, as we did in the last parliament and as we may do in the next parliament, if things continue as they have up to the present time? 2757. I intend this evening, as briefly as possible, to call attention to what I consider should be done in the district I have the honour to represent, 2758-61. Without the acquiescence of Quebec, Confederation was out of the question, and without the acquiescence of Quebec, with its lasting loyalty to British institutions, the Confederation of Canada would cease to exist. Quebec is the keystone of the arch, 2762. What is the use of farming in Gaspé peninsula or in Bonaventure county, if you have not a market for the crop? It costs less money to send freight 300 miles over the Intercolonial railway than to send it 100 miles over a branch line railway. Resolution of Campbellton Board of Trade quoted, 2763. We go the wrong way in the solution of our difficulties in my opinion, when we discuss as of tremendous importance slight alterations in the tariff merely because those who are interested in the tariff come here and get up a lobby, 2764. I ask nothing but the progress and advancement of the country. The party that is in power is after all a secondary consideration, 2765. Agriculture is, of course, next in importance to railways. Agriculture is a basic industry, but what is the use of agriculture unless you have transportation facilities? 2766. I think that the government should rise to the occasion and find some means of helping in the construction of highways, 2767. We should have these demonstration farms instead of armouries, 2768. We have spent our money on railroads, but the time has come to spend it on highways, and to give assistance to agriculture. The fishing industry and high cost of living referred to, 2769-70.

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McCoig, A. B. (Kent West)—2597.

Thanks the Minister of Finance for allowing ditching machines to come in free and expresses his appreciation of the free rural mail system put in operation by the Postmaster General, 2597. We hear hon. gentlemen opposite talking about the difference of opinion among members on this side of the House and explaining that on the other side of the House they are a united party and all of one opinion. 'Hansard' quoted, 2598. But what does the minister do? He leaves the tariff on the most important implements just as it was before, and tries to make out that he is doing something for the farmers, 2599. Corn and tobacco and the duty thereon referred to, 2600-01. As representing a farming constituency in the province of Ontario, I wish to show you and this House why I am in favour of free wheat, 2601. This is a too serious a matter to monkey with in politics; we have to consider it from a broad national standpoint, 2602. Both liberals and conservatives in my constituency are against aid to the Canadian Northern Railway, 2603.

Morphy, H. B. (Perth North)—2770.

I do not think I have listened for a long time to an hon. gentleman possessed of such splendid attainments as the hon. gentleman who has just taken his seat speaking so long in that spirit of despair when he knows in the bottom of his heart that there is a splendid, live, virile government at the helm that will soon pull this country up to where it ought to be notwithstanding the slight check which it has suffered in the past, 2770. The high cost of living referred to and table of wages of certain trades in England quoted, 2771. Here is the same old thing—telling the producer that he can get better prices, and telling the workman that he can get his stuff for less. They tried to explain that in the reciprocity campaign, with the result that everybody knows, 2772. A vigorous criticism of previous opposition speakers in regard to free trade and protection, 2773-5. You ask the average man in the western provinces how he is getting on and he will say he is doing fine, that it is the best country in the world, 2775. Wheat production and prices quoted for, 1912-13, 2776. I do not think it can be gainsaid that if the workman was not here or somewhere else, the farmer would not have any place in which to sell his produce. The artisan is entitled to the fullest and most sympathetic consideration of the government in any civilised country in the world, 2777.

Morris, James (Chateauguay)—2684.

The farmers of my locality understand that many products cannot be shipped abroad, and they have the market for those products at their very door. I feel satisfied in saying that they give credit to the Conservative party for having brought about those conditions, 2684. I think it

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behooves this government to be careful as to how they deal with this question of free wheat. With regard to the high cost of living, I have only to say that I marvel at some of the arguments that have been adduced, 2685. Reduce or take off the duties imposed by the tariff now in existence and what would be the result, 2686.

Neely, D. B. (Humboldt)—2718.

Object to accepting as facts statements obtained from report of a certain travelling tariff committee known as the Gainsborough committee, 2718. Intend to make few observations with reference to financial statement of minister, 2719. Cannot always see that a surplus spells prosperity for country whose government has been able to obtain a surplus by taxing the people, 2720. These tariff changes were not altogether a surprise to members of this House, 2721. We recognize that this country is situated under peculiar conditions and has been since Canada became a nation, 2722. Know what the conditions are in West to-day, and know that they are unsatisfactory, 2723. Believe in West that Canada is one united country and want to remain a united country, 2724. There is no difference amongst people when it comes to a question of dollars and cents, 2725. Minister has not a true conception of possibilities of country over affairs which he presides, 2726. Understand that main object of tariff is to give infant industries a chance to become established in community where they rightfully belong, 2727. What we want government to do is to admit the principle that farmers in Canada have borne long enough burden of customs duty on every implement used on farms, 2728. If there is one indefensible feature in Budget it is proposal to place a tariff on wire rods entering this country, 2729. If these tariff proposals become law then every independent wire nail manufacturing company in hands of these two concerns, 2730. Tariff proposals are a great disappointment to people of Western Canada, 2731.

Nesbitt, E. W. (Oxford North)—2789.

Any remarks I shall make will be purely personal, 2789. Do not think minister showed his usual good judgment in negotiating so many long term loans, 2790. It is absurd to bring to this country persons who know absolutely nothing about farming, 2791. You cannot very materially change nature by tariffs, 2792. It is a difficult thing to make a tariff suitable to all sections of this vast country, 2793. Hope minister will consider duty on caustic soda, which would help one firm in this country, 2794. Minister could easily have reduced duty by at least seven and one-half per cent on agricultural implements, 2795. See no possible reason why farmers in West should not be given free wheat, 2796. If there is free wheat between United States and Canada, Ontario millers will buy Ameri-

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can wheat, 2797. The trouble with Ontario farmer he has not means to carry over wheat and has no storage facilities, 2798. Refers to question of railway expenditure, 2799. What we want to do is to encourage the country to produce, and to sell all we can produce in best market, 2800. It is not legitimate for government to take too much of a surplus out of pockets of people, 2801.

Robb, J. A. (Huntingdon)—2639.

It seems to me conditions are not improving under this government, 2639. We are all apparently agreed that agriculture is the basis of our prosperity. I insist that many years will come and go before Canada receives a better trade offer than that which she received from the great Republic to the south in 1911, 2640. The policy of our hon. friends in 1911 was: build up the home market. Now that they are able to put their principles into practice their policy is build dreadsoughts and drillsheds, 2641. The Montreal Gazette quoted in regard to the millers of Canada, 2642. In the eastern townships and along the valley of the Chateauguay the factories are either closing down or burning up because the Underwood tariff has discriminated against the butter and cheese of this country, 2643. It is sometimes disputed that conditions in the East are as bad as the newspapers say, but judging by the experience in my home city, the newspapers are not exaggerating, 2644. I want to know if the policy of the Conservative party in 1915 will be a policy of do nothing and let well enough alone, 2645.

Sinclair, J. H. (Guysborough)—2734.

Many of the difficulties that surround the government at the present time arise from the last election campaign, 2734. The opposition to reciprocity was not sincere. Have our friends opposite attempted to stop the trade with the United States? There were special bogus cries in every province of Canada in the election of 1911, 2735. Is it any wonder that the Minister of Finance looks anxious or that we see a few more wrinkles in the brow of the Postmaster General. It is also a well known historical fact that the tide soon changed after their advent to power and that during the whole fifteen years that the country enjoyed Liberal rule we had a period of unexampled prosperity, 2736. What have the present government done in their three years of power? First, they have attempted to ruin a great Canadian enterprise for party purposes; second, they have spent vast sums of money, and, third, they have debauched the Civil Service, 2737. The late government and present government contrasted in what they did for the fresh fish industry, 2738. A list of things that the farmer has to pay duty on, quoted, 2739. If

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the Finance Minister announced free agricultural implements the roof of the building would have been in danger. Reference made to fishing twine, 2740. Provincial subsidies are inadequate for the important services that they have to maintain. The subjects of expenditure referred to, 2741-2.

Smith, Wm. (Ontario South)—2698.

Take it that duty of government is to do as much as they can for as many people as possible, 2698. What we want in West is a levelling up such as we have had in Ontario, 2699. Hope of West is in raising live stock to supply shortage which at times arise in East, thus affording a basis of reciprocity between provinces, 2700.

Speaker, His Honour the—2596.

Order. The hon. member is going too far, 2596.

Steele, Michael (Perth South)—2743.

We all acknowledge that Canada has been most prosperous for many years. We on this side of the House do not attempt to deny that Canada enjoyed great prosperity during the regime of hon. gentlemen opposite; but that prosperity did not terminate with the change of government. Let me give a few figures to show how Canada's trade during the last year compares with the trade of other countries, 2743. To the influence of the National Policy is due the marvellous prosperity of Canada. We are a young country of enormous resources and area. Our needs are great, and, like any large business or industry just starting out, we as a country find it necessary to make very large expenditures in order that we may be up with our neighbours and the great nations of the world, 2741. The duty on agricultural implements referred to, 2745-6. We come now to another question of interest that of free wheat. The world's crop of wheat is gradually increasing, 2746. The United States have a market in some of these importing countries, because during the last year they exported 143,000,000 bushels of wheat and flour. Therefore, if the Canadian wheat-grower had access to the United States market it would simply be by using the United States as a middleman, who would receive that wheat and forward it on to the ultimate market in Europe, 2747. After removal of United States duty the price will not be higher to the Canadian farmer, 2747. I wish to look at this largely from an Ontario farmer's point of view, 2748. Some statistics as to the production of Ontario farms given, 2749. High cost of living referred to and letter of farmer's wife in Toronto Globe quoted. What are the causes of the high cost of living, it is because the people wish to live high, 2750. I do not acknowledge the difficulties of the farmer to-day are due to the lack of markets, 2751. The milling industry referred to, 2752-3. If the policy of free wheat were established

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how would the Ontario miller compare with the United States miller. Quotation from Grain Growers Guide *re* freight rates, 2755.

Stevens, H. H. (Vancouver)—2879.

Believe that Budget speech of Minister has passed, through criticisms of gentlemen opposite very creditably, 2880. This government has grappled with question in a manner that late government never attempted to, 2881. If you have a tariff in a country, it must be one which protects various interests in as just a manner as possible, 2882. Stand firmly on a policy of protection, 2883. Have a statement here of trade of different countries, 2884. Refers to cotton trade, 2885. Refers to taxation of different countries, 2886. Regret that Great Britain ever adopted policy of free trade, 2887. Refers to an account of Rev. J. A. Macdonald, of the Globe on, 2888. No other country in world is richer in natural resources than Canada, 2889. Find that our tariff, is still quite as low as American tariff, taking it all through on an average, 2890. Believe we have before us in years to come an era of prosperity that has not been equalled in history of Canada, 2891.

Sutherland, D. (Oxford South)—2815.

Wish to congratulate Minister on condition of finances of Canada for past year, 2815. Growing wheat is not the basis of agriculture in this country, 2816. Find there are other branches of farming that pay much better than growing wheat, 2817. It would be a calamity if we were now to lose our mill feed and those things that go to build up the agricultural industry, 2818. Have millions of dollars invested in cheese industry of this country, 2819. Believe that Canadian manufacturers of farm implements are not charging people an exorbitant price for goods, 2820. Canada has a heritage in its vast area of fertile lands such as few people possess, 2821. Refers to one of Mr. Nesbitt's speeches on, 2822. Conclusions of United States Senate's committee, 2823. Tariff changes cannot be considered lightly, 2824.

Thompson, A. (Yukon)—2801.

Desire to congratulate minister on condition of our finances during past year, 2801. An enormous amount of capital has been invested in unproductive real estate throughout this country particularly in West, 2802. This party stands or falls by the policy of moderate protection, 2803. Yukon's development is only beginning, 2804. Have a profound faith in genius of people of Canada to govern themselves, 2805. It so happens that nature, in dealing with Canada, has been prodigal with her gifts and seems to have placed them where we require them, 2806. When we reach same stage of economic development as in England, we may have free trade too, 2807. Our tariff has been made in a slipshod manner, 2808. We want to give employ-

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ment to our own people and build up in Canada a great industrial nation, 2809.

Thomson, L. (Qu'Appelle)—2809.

Only reasonable objection to amendment suggested by Senate was it would prevent present government from carrying out such a policy, 2809. Present government show a laudable desire to assist our manufacturers in securing market for their exports, 2810. Have followed market reports closely and have yet to find a report showing price of American hard wheat, 2811. If we sell our grain to Americans, we do not care about its identity after we have sold it, 2812. The more markets, and the bigger markets the safer is our business, 2813. Must agree that effect of checking western Canada is serious not only for western Canada but for Dominion, 2814. Would be glad to have a further reduction on duty of agricultural implements, 2815.

Turgeon, O. (Gloucester)—2690.

Congratulate minister on sincere and honest way in which he made his exposition of financial affairs of this country. For three years minister has had large surpluses but government have not made a start on Georgian Bay canal project, 2691. Georgian Bay canal is purely a Canadian project, 2691. All know that the goal and ambition of all nations should be free trade with one another, 2692. It is the duty of every Canadian to see that free trade in its direct sense be extended more particularly to masses of people, 2693. Under reciprocity all the benefits secured would have gone to the farmers, but at present the one to benefit is the manufacturer, 2694. Way to benefit manufacturer of agricultural implements is to open markets of the world to the farmers, 2695. Our home market is necessary for farmers but we must also seek markets in other countries, 2696. Larger markets would enable the farmer to sell more, wear more and buy more, 2697. Would urge minister that if our iron ore industry is to be developed in this country, he should provide railway and shipping facilities for it, 2698.

Turriff, J. G. (Assiniboia)—2510.

When the House opened in January, my hon. friend the Minister of Finance acknowledged that there was a depression, but stated that it would soon pass over. Therefore I think the people of Canada will be justified in taking with a very large grain of salt the statement of my hon. friend that the depression is now over, 2510. The Minister of Finance refuses to give the farmer a market and increases the very cause that has led to the depression—over-production of manufacturing. Instead of remedying matters he increases the load that the farmers have to bear, 2511. We have had the Minister of Trade and Commerce travelling all over creation during the past two years trying to find out new markets for

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Canada, 2512. You have got to get another market for the western farmer in wheat or only one thing can follow, and that is that the western farmer has got to go out of growing wheat. The reason the American people want our wheat is because it is a hard wheat. Only a small portion of the United States can grow wheat of the quality we raise in Manitoba, 2513-14. The American people have offered us free wheat and hon. members from the province of Manitoba will have something to explain to their people when they go back, 2515. Views of a western farmer quoted on wheat question. The farmers of Canada have more money invested than have the railways, while in the case of the farmers it is their own money, and in the case of the railways one-half of it is practically the money of the farmers. But still this government listens to the railways, and they have turned the farmers down cold, absolutely cold. What did the farmers get out of the Budget yesterday? 2516. The duty on agricultural implements referred to, 2517-25. If you want to help the manufacturer make a market for him at home; put money into the pockets of the farmers so that they can buy and pay for the goods of the manufacturer, 2526. The question of immigration referred to, 2527. If the minister's efforts during the next three years are productive to the same extent as his efforts have been in the past three years, I do not think the western farmer will have very much to thank the government for, 2528.

Warnock, D. (Macleod)—2701.

At present time co-operative farmer's associations are being formed in Alberta and Saskatchewan for mutual protection in purchasing and marketing of their products, 2701. No credit is due to Conservative party for any part they took in development of western provinces, 2702. It is to credit of Liberal party that the prairies were developed, 2703. Shipped cattle to United States in face of opposition of Canadian beef trust in Winnipeg, 2704. Quotes from report of Mr. Richardson, 2705. Western provinces are not prepared to accept the culls from Ontario. Believe that we will get free wheat before next election, 2706. Reads some extracts from address of Mr. Maharg, 2707. There is no doubt that we want more railways in the West, 2708. American millers will fight the president if he ever proposes removing duty on wheat, 2709.

Webster, John (Brockville)---2668.

I congratulate the Minister of Finance upon his Budget speech. He deserves the congratulations of the people of Canada for his business-like attitude on tariff questions, and for the executive ability he displayed in that financial statement, 2668. I have listened most earnestly to the arguments brought forward in favour of free food. I would like to ask the right hon. the leader of

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the opposition: Where is this free food to be found? 2669. The farmers of Ontario alone have a working capital invested of \$1,216,684,900; but they have received in the legislature the least consideration of any class of people that has any such investment in this country, 2669. We have heard a great deal about the boys leaving the farm. Well, up to the present time of high prices, the boys on the farm had very little to encourage them to stay there, and the fault in that case, I think, can be laid at the door of the previous government, 2670. The cattle export trade and the bacon and hog products referred to. What would free wheat mean to the milling industry? It would simply drive it out of business, 2671-2. Reciprocity, the iron industry and the militia referred to, 2672-3.

Weichel, W. G. (Waterloo North)—2709.

Refers to item relating to No. 9 fence wire, which is under present tariff admitted duty free, 2710. All we ask for in justice to farmer is that those manufacturers who advertise wire as No. 9 should be compelled to furnish what they advertise, 2711. Aim of a healthy transportation policy should be to diminish, as far as possible, unproductive cost of transportation, 2712. Germany protects her population and her people do everything in a thorough manner, 2713. Let Canada continue in her present policy under which she has made such magnificent strides and progress, 2714. Agricultural implement business means much to Canada, 2715. Public revenue must be raised in one fashion or another: if not by a custom tariff, then by direct taxation, 2716. Free food means free trade in natural products and this means removal of corner stone of Canadian national prosperity, 2717. Reads an article from Iron Age of April 16, 1914, 2718.

White, Hon. W. T. (Minister of Finance)—2040.

The fiscal year of 1912-13 was characterized throughout by the greatest expansion the Dominion has yet known. The consolidated fund expenditure for the year 1912-13 amounted to \$112,059.41, a sum considerably less than my estimate. Table of consolidated revenue fund and capital and special outlays, 2441. Turning to the fiscal year 1913-14, which ended on March 31, we find an important factor which has exercised a marked influence upon our finances, 2442. The revenue for the present year will approximate \$163,000,000. The result then will be that in respect of capital and special accounts aggregating, as I have stated, the sum of \$57,000,000, the net debt of Canada will be increased by the sum of \$19,000,000, 2443. Maturities and borrowings, 1913-14, 2444-6. World-wide expansion in trade, unprecedented demand from all parts of the world upon the loanable capital in the international financial centres, the constantly increasing expenditures upon militarism and

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armaments, the exhausting wars of the past few years, personal and public extravagance, speculation and price inflation, all co-operated to bring about the financial conditions under review. The trade of Canada, as measured by the aggregate of the total imports and total exports, reached in 1913 the record figure of over one thousand million dollars, 2447. Trade tables, 2448-50. I now approach consideration of the fiscal year which commenced on April 1. Preliminary to such consideration it may not be out of place to make some brief observations as to prevailing business conditions in Canada and elsewhere, 2450-1. I now proceed to the consideration of certain matters relating to the tariff, 2451-3. Iron and steel industry. Before dealing with the subject further I might be permitted to make some general observations as to the industry itself and the matter of bounties and duties upon iron and steel products, 2454-7. I come now to deal with the important subject of agricultural implements, and with the consent of the House I shall treat of somewhat at length, 2459. Now, I am going to ask this House to consider the position of the manufacturer of agricultural implements with all his duties abolished, 2460. After having given this matter the most careful and painstaking consideration, we are satisfied that on only one range of implements can the duty be lowered without violation of the fiscal policy of reasonable protection which is designed to encourage and promote the establishment of industries in Canada, 2462. I now come to another topic—the question of building stone, 2463. I come now to another matter which has been brought to our attention; that is, the tariff with respect to brass. There is another matter also involving the question of bounties which I desire to call to the attention of the House. There has been placed before us recently, in fact since the beginning of the year, the question of the development in Canada of flax fibre production, 2460. Notice of resolutions *re* tariff, 2465. Tariff changes, 2466-71.

Wilcox, O. J. (Essex North)—2557.

I must confess that there are times in this House when it seems to me that party feeling and party strife and party bias are carried altogether to extremes if we have regard to the best interests of the people and of the country in which we live, 2558. It was interesting to me to hear Mr. Carroll pleading for protection for the steel industry, and I think he did the right thing, and I congratulate him. The opening of the West and the influence of the Canadian Pacific Railway in that regard referred to, 2559-60. Upon that great undertaking, which meant so much for the development of this country, our hon. friends opposite were entirely wrong; and if the people of Canada had taken their advice, conditions would not be as they are to-day,

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2560. If there is anything that I abhor it is seeing my hon. friends opposite ballyragging the manufacturers of this country from one end of it to the other with hot air,—and shaking hands with them under the seat. But the people of this country are getting onto it. It worked in 1896, but I do not believe it will work again, 2561. Quotations and figures census of 1911 given as to the great development of the West and other provinces of Canada, 2562-6. The Windsor record and other quotations given as to the fiscal system of Canada, 2566-8. But my right hon. friend was pretty wise in his day and generation. He advocated free trade. He came into power and, as I have pointed out from the changes which have taken place in the tariff, he adopted a protective policy, 2568. The policy of free trade worked better years ago, before there was an industrial development. But that industrial development was the very object of the protective system, with the view to affording to the farmers of Canada a home market, 2569. Statistics quoted as to the output of the farms of Canada, 2570. If free corn is not a good thing for the farmers in our part of the country. I do not believe free wheat will be a good thing. As a result of low freight rates from Chicago the farmers of the States can sell in our home market on much more favourable terms than we can. Rates quoted, 2571. Quotations cited to show that for fifteen years the country was governed by one man, 2571. The government now in power is to be congratulated for the progressive policy it has adopted in connection with the rural mail delivery, 2572. What has this Conservative Government accomplished in the short space of two and a half years, and it only seems like a dream since the general elections, but I know it seems like years to our hon. friends opposite, 2573.

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Resolved, that it is expedient to provide, in substitution for section 7 of the Customs tariff, 1907:

- (a) That goods the produce or manufacture of any foreign country which treats imports from Canada less favourably than those from other countries may be made subject by Order in Council in the case of goods already dutiable to a surtax not exceeding twenty per centum ad valorem, and in the case of goods not dutiable to a rate of duty not exceeding twenty per centum ad valorem;
- (b) That goods the products or manufacture of any foreign country imported in Canada in vessels registered in such foreign country may, if such foreign country imposes higher duties of customs upon goods imported into such country in vessels registered in Canada than upon the like goods when imported in vessels of such country, be made subject by Or-

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der in Council in the case of goods already dutiable to a surtax not exceeding twenty per centum ad valorem, and in the case of goods not dutiable to a rate of duty not exceeding twenty per centum ad valorem, 3037.

Oliver, Hon. Frank (Edmonton)—3037.

If you have to take retaliatory measures it is desirable that they should be effective, 3038. I would not like to see this legislation pass without calling attention to the possible effect of it, 3039.

White, Hon. W. T. (Minister of Finance)—3037.

There is not a reduction in the surtax, 3037. In the case of some other countries, whose legislation I have examined in this regard, the maximum is much higher, 3038. I entirely agree with my hon. friend that legislation of this kind is retaliatory and that sometimes the invoking of it would do more harm than good, 3039.

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2. Resolved, that the customs tariff, 1907, be amended by authorizing the Governor in Council when satisfied that rolled iron or steel angles, beams, channel and other rolled shapes or sections, or iron or steel weighing one hundred and twenty pounds and less per lineal yard, are manufactured in substantial quantities in Canada from steel made in Canada to direct that there be substituted for tariff item 379 in schedule A to the customs tariff, 1907, the following:

Rolled iron or steel angles, beams, channels, and other rolled shapes or sections, of iron or steel, not punched, drilled or further manufactured than rolled, weighing over one hundred and twenty pounds per lineal yard, n.o.p., not being square, flat, oval or round shapes, and not being railway bars or rails per ton—British preferential, \$2; intermediate, \$3; general, \$3, 3039.

Carvell, F. B. (Carleton, N.B.)—3040.

Would the minister give any reason why it is necessary to impose this extra burden on the users of these products, 3040. I am glad the Minister of Finance comes out flat-footed and acknowledges the corn, 3041.

Maclean, A. K. (Halifax)—3041.

Two years ago the principle was laid down that the measure of protection should be the differential between the wages of the home country and those of the competing country, 3041.

McCrea, F. N. (Sherbrooke)—3042.

If there is any doubt in the minds of any hon. members as to who pays for this encouragement of the steel industry, I will give a little personal experience, 3042.

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White, Hon. W. T. (Minister of Finance)—3039.

The government is asking parliament to enact legislation which is to be brought into effect under Order in Council when the Governor in Council is satisfied that the products in question are being manufactured in substantial quantities in Canada from steel made in Canada, 3039. I am perfectly frank in saying that I believe if this duty is allowed to stand as it is we will not have these mills manufacturing the larger products in Canada, 3040.

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99a. Dried or evaporated bananas per pound—British preferential, free; intermediate, ½c.; general, ¾c., 3043.

Loggie, W. S. (Northumberland, N.B.)—3044.

The resolution I intend to move involves the admission into Canada free of duty of potatoes, the growth and production of the United States, 3044. If we in Canada can sell our potatoes in Boston, no matter what the market price in Montreal or elsewhere in Canada may be, we must sell them at the price which the potatoes bring in Boston, less whatever the extra charge may be, 3045. I challenge hon. gentlemen, if they are anxious to make money, to go into that kind of business, retail these potatoes all around the country and make a success of it at a less profit than fifty cents a bushel, 3047. I believe that the Canadian farmer will not be hurt by the importation of potatoes into Canada, 3049. From the day, therefore, that Canada puts potatoes on the free list our Canadian product will enter the United States free of duty, and the result will be a decided benefit to the Canadian producers, 3051. I think the minister might strain a point and put this one item on the free list, 3052.

White, Hon. W. T. (Minister of Finance)—3052.

The resolution of my hon. friend synchronizes with the embargo against our potatoes. I take the position that we must negative this resolution as being inconsistent with the fiscal policy which I have announced in the budget, 3052.

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The House again in Committee of Ways and Means, on resolution 3, and the proposed amendment of Mr. Loggie, 3104.

Best, John A. (Dufferin)—3062.

There seems to be a combine on the other side of the House to try to catch the farmer and the consumer at the same time. Last night these gentlemen opposite were talking, not in the interests of the farmer but in the interests of the consumer, and they deplored how the consumer had to pay \$5 a barrel for potatoes in the summer, and they declared that if the duty were taken off, he would get them cheaper, 3062. There is no use

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in hon. gentlemen opposite trying to make the farmers of this Dominion believe that they are sincere, when they advocate taking the duty off farm products. The truth is, that that treaty would have taken everything away from the farmer, 3063.

Burrell, Hon. Martin (Minister of Agriculture) 3091.

I do not know what unhappy confusion of thought exists in the hon. gentleman's mind that may have induced him to frame his resolution in these words. It means, if it means anything that the United States are absolutely insincere in putting on that embargo, 3090. The farmers of Canada, and especially those of my own province, would oppose and strongly condemn me if I advocated the removal of the duty of 20 per cent per bushel of potatoes. I desire to say a few words in regard to another feature of the discussion which occupied a good deal of time, namely, the question of the embargo and the potato disease, which led up to the embargo, 3091. While it is true that the distribution of the disease is rather widespread in Prince Edward Island, the infection itself is comparatively slight, 3092. But that is only another way of making an embargo, because the restrictions were such that it was impossible, in a practical commercial way, to ship potatoes into the country, 3093. We have fairly good evidence in the department that powdery scab has been in Canada for six or seven years, possibly before that, 3094. The country may rest assured that in so far as this matter is concerned, the Department of Agriculture and the government will take every step that can be taken in co-operation with everybody concerned to stamp out the disease, 3095.

Carvell, F. B. (Carleton N.B.)—3067.

Hon. gentlemen are disposed to treat with levity anything which they realize is against their particular interests, but there is no use in trying to brush aside lightly the great question of a market for potatoes so far as the Maritime provinces are concerned, 3067. The very moment the tariff restrictions imposed by the United States were removed, the sale of Canadian goods in the United States markets commenced, 3068. If they would go to the Maritime provinces and see fields of potatoes from twenty to forty acres grown under the most modern plans and conditions they would be surprised, 3069. We realize that once you give us a market there is no end to the production; we could raise ten times the amount we produce to-day if we could get a market, 3070. The claim that potatoes were affected by the disease called powdery scab referred to, 3071-2. The people of the United States have shown that they are not half as bad as my hon. friend from Muskoka thinks they are. They have taken the duty off cattle, our hogs, our sheep, our lambs; they have cut in half

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the duty on our hay, and they have reduced the duty on our barley. They say: The moment you take the duty off your wheat, we will take it off ours, and they say the same thing with regard to potatoes, 3073. Why cannot we go to Washington and see if we can make a trade by which our potatoes can go in under the same regulations, 3074. It is the most important question affecting our trade and commerce to-day; it is the most vital question affecting the prosperity of that portion of Canada which I have mentioned, 3075. Evidently however, the government of the United States think differently, because they have insisted that potatoes shall not be allowed to go into the United States from Canada free of duty unless we impose no duty upon potatoes coming from the United States into Canada, 3076. The first duty of the government is to approach the United States government to ascertain the true situation to-day. I am trying to impress on the government and the committee the enormous importance of this great industry in my constituency and province and the eastern portion of Canada, 3077. We know in the Maritime provinces that the United States would offer a market for our potatoes if we could get them in there. But I think this committee is entitled to a statement from the minister as to what the condition is, as to what has been done and as to what, in his opinion, can be done, 3068. I believe in a business tariff. If it is necessary to put on a reasonable amount of protection for business reasons. I am willing to have it put on, 3103. The price of potatoes all over the cities of Ontario is entirely governed by the price of potatoes in New Brunswick, 3104.

Edwards, J. W. (Frontenac)—3078.

I do not believe that even the worst Grit in the county of Dufferin would send a man to parliament like the hon. member for Carleton. Even in their wildest moments I do not believe they would make such a selection as that, 3078. The potato producing states of the United States referred to, 3079-81. You will observe that notwithstanding the reduction of duty made by the Underwood tariff the importation of potatoes into the United States for the year ending 31st December, 1913, were only about one-quarter as great as in the preceding year, 3082. I agree with the hon. gentlemen also in his assertion that the province of New Brunswick can grow more potatoes than it does at the present time. But I will not agree with him in his assertion that the United States furnishes a market for the potatoes of New Brunswick; nor will I agree with him in advocating the removal of the duty on potatoes coming into Canada from the United States, 3083. It is utter nonsense, as every member in this House knows, for any man to say that we are entirely out of potatoes at any month in the year. Hon. gentlemen opposite are

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not consistent; if they want to talk free food all round, if that is their policy, let them say so frankly and candidly; let them come out and advocate that policy. But they advocate one thing for one portion of the country and something else for another portion, a duty here and free trade somewhere else, 3084. Price of potatoes in Canada and United States for 12 months quoted, 3087.

Hughes, J. J. (King's, P.E.I.)—3059.

The facts are that portions of New Brunswick, portions of Nova Scotia, and the whole of Prince Edward Island are particularly well adapted for the production of potatoes. More than thirty states in the American union do not produce anything like enough potatoes for their own use. There is, therefore, in the United States a steady market offering fairly remunerative prices all the time, 3059. If it is a good thing for us to have a free exchange of potatoes with the United States, then it is surely a good thing for us to try to have the present embargo removed, 3060. The very fact that we keep a duty of 20 cents a bushel against American potatoes, while they are ready to take off entirely the duty upon our potatoes entering their market might, on the other hand, be considered an unfriendly Act, 3061. If the Minister of Finance refuses to accept this amendment, the only conclusion is that this government is unwilling to allow the farmers the advantage of the United States market for their potatoes, 3062. Statement quoted from Department of Agriculture, Washington, 3085.

Maclean, A. A. (Queens, P.E.I.)—3087.

There is no doubt, as Mr. Carvell has said, it is a move in the right direction, and one which probably should have been taken years ago, because it is well known that disease has existed in Canadian potatoes for many years, 3087. We have this condition of affairs—an embargo put upon potatoes in the state of Maine and an embargo put upon potatoes from New Brunswick, or for that matter from the whole of Canada, 3088. We are here, not for party purposes; we are here, not for the best interest of Prince Edward Island or New Brunswick or Nova Scotia or Ontario or Quebec; we are here for the best interest of the whole of Canada, 3089. Why did they not take that ground when the Laurier Administration increased the tariff on potatoes? There is no change so far as I can see, and I venture to say there is not an hon. gentleman on the other side of the House who can show that there is any change in conditions to-day, 3090.

Nesbitt, E. W. (Oxford North)—3105.

Deprecates a minister of the crown questioning the good faith of a friendly nation, 3105.

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White, Hon. W. T. (Minister of Finance)—3095.

I would point out to my hon. friend certain consequences that would follow if this tariff change were made. In the first place, we would have to admit free potatoes from the United States and from all the British colonies and British possessions, 3096. The result then is that the reduction by the Underwood tariff from twenty-five cents a bushel to ten per cent ad valorem has caused the potato growers of New Brunswick to be absolutely shut out of the markets of the United States, 3097. If the farmers of Maine have taken the initiative, to get an embargo placed on our potatoes because of a reduction of their duty, what would they not be disposed to do if the duty were wiped off altogether and they found themselves exposed to Canadian competition, 3098. If the amendment of Mr. Loggie were adopted, and the tariff reduced, the result, in my judgment, would be that the present embargo would be made perpetual against the potatoes of Canada, 3099. If the market of Canada is of no value to the potato growers of the United States, what influence would any action on our part in removing or reducing the duty on potatoes have upon the government of the United States with respect to the embargo, 3100. When the farmer of Ontario and of other provinces values his protection so much, he is either going to have it or see that nobody else shall have it, 3101. I think that the resolution of the hon. member for Northumberland should be negative, on several grounds. In the first place, it could not—and he evidently had in mind that it could—be confined to potatoes coming in from the United States of America. If the resolution were adopted, potatoes would come in from the United Kingdom, from all the British possessions and from all the most favoured nations, 3102. I was dealing with this only, that by reason of the reduction of the tariff the farmers of Maine had taken the initiative which had brought about the embargo, 3105.

Wright, Wm. (Muskoka)—3063.

It would appear as if we were to have a re-hash of the old argument in favour of reciprocity from hon. gentlemen opposite, 3063. The great fact remains that the United States is an agricultural country, that they produce in abundance all kinds of agricultural products that we produce in Canada, that they can supply all their needs, potatoes and wheat included, with the products we raise in this country and that they have abundance for export, 3064. If the Americans really need the goods that are produced in Canada, they know how to get them: All they have to do is to remove the duty, 3065. The fact is, disguise it as we may, that the people of Canada, whether engaged in manufacturing or in agriculture, will not be allowed to get into the American market to any great extent, 3066. For my part, I am quite prepared to support any legis-

WAYS AND MEANS—THE TARIFF—*Con.*

lation that will make for a better market for the farmers of Canada. But I want to be shown that it is going to be a better market, 3067.

WAYS AND MEANS.—THE TARIFF.

113. Cocoanuts, desiccated, sweetened or not, per pound—British preferential, 3 cents; intermediate, 4 cents; general, 4 cents, 3106.

White, Hon. W. T. (Minister of Finance)—3106.

Immediately after the Budget was brought down last year, complaint was made by the manufacturers of desiccated cocoanut that the adjustment we had made was unfair to them and really prevented them from carrying on business in competition with the manufacturers of Ceylon. It will come in free now from the British West Indies, 3106. Items Nos. 157a, 178, 184, 188a, 208, 208a, caustic soda, explained and passed, 3106-10.

WAYS AND MEANS—THE TARIFF.

306b. Building stone, other than marble or granite, planed, turned, cut or further manufactured than sawn on four sides, 3115.

Bradbury, G. H. (Selkirk)—3124.

I desire to say a word or two on this question. I have, I suppose, in my county nearly all the quarries in Manitoba, 3124. I am strongly in favour of what the minister is trying to do, and I am not at all surprised at the arguments presented by hon. gentlemen on the other side, 3125.

Burnham, J. H. (Peterborough West)—3124.

My hon. friends opposite, however, do not seem to be able to grasp the simple mathematical proposition that if you add equals to equals the results are equal. Add the duty to all and all are equal. It is a very simple proposition, and my hon. friends ought to be able to grasp it, 3124.

Cockshutt, W. F. (Brantford)—3126.

I think the tariff resolution now before the House has in view the doing away with the use of American stone in our Canadian public buildings. The minister is quite consistent when he says that this tariff readjustment is going to improve the quarry industry. In addition to what the Finance Minister has presented, I have been waited on by three or four deputations of stonecutters asking for this very thing, that their industry be protected. It is a very large industry. I refer to the men who move about and use mallet and chisel, 3127.

Emmerson, Hon. H. R. (Westmoreland)—3125.

Quotes extract from letter of Maritime quarryman, 3125. Montreal quarryman quoted. Now, the point I wish to make is that the hon. minister is under the impression that he is favouring the man who handles the chisel and mallet, he is evidently mistaken, 3126.

WAYS AND MEANS—THE TARIFF—*Con.*

Loggie, W. S. (Northumberland, N.B.)—3119.

Quotes letter of quarry owner in his county. I would say not to increase the duty but to leave the matter as it is, 3119.

McLean, A. A. (Queens, P.E.I.)—3128.

I would suggest that the duty of fifteen cents should be placed upon rough stone and upon stone sawn on two sides. I believe that if this were done we could develop a stone business in Canada which would fill the requirements of the whole country, 3128.

Oliver, Hon. Frank (Edmonton)—3128.

I do not want to be understood as objecting to a reasonable tariff or to the protection that results because of that tariff; but in regard to this item that we have under consideration I think, having listened to the discussion very carefully, that it goes altogether beyond protection and becomes pure piracy, 3128. If it were an important industry that would be benefited in a measurable degree without injury to the public at large, I could see some reason in my hon. friend's making the change, 3129. If the people in the quarry and stone industry have not made provision for meeting the demand in Canada, that is their fault and not ours, and we should not be punished for it, 3130. If he puts on this imposition so that men cannot use cut stone and are compelled to do without ornamentation or use cement, where is the stonecutter being benefited by the proposal that he makes, 3131.

Pardee, F. F. (Lambton West)—3115.

Refers to information received in respect to a public building at Walkerton, 3115. If the duty on this cut stone were lowered to a reasonable amount and not made, as it is at present, absolutely prohibitive, the object for which the tariff is increased would be fairly well brought about, 3116.

Turriff, J. G. (Assiniboia)—3119.

The more this matter is looked into the more we will discover that it is exactly like other particular changes in the tariff, in the interest of the big manufacturers of cut stone, not in the interest of the consumer, 3119. While possibly a larger amount of the work that is done will be done by Canadian stone-cutters, the result will be, in the end, an increase in the cost of building with cut stone, so that under the increased duty the Canadian stone-cutters will cut less stone than at the present, 3120.

White, Hon. W. T. (Minister of Finance)—3115.

We have increased the duty upon the more finished stone. On stone sawn only on two sides the rate is the same as before, 3115. What I intend to accomplish by this increase is, that the stone so brought in shall as far as possible be cut and finished in Canada by Canadian stone-cutters, 3116. It is in the interest of the

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artisans, the stonecutters of Canada, and indirectly, as I stated in the Budget, it will be of advantage to Canadian quarrymen, 3116. Quotes extract from letter of secretary of stonecutters association and from petitions of builders exchanges, 3117-18. The legislation, whether wise or unwise, has been brought down by the government by reason of the strong, earnest and continuous representations made to them by the stonecutters of Canada, 3119. Petition of stone-cutters association quoted, 3120-1. We have quarries all over Canada competing with each other, 3122. What we are seeking to do is to have that stone finished and further manufactured in Canada, and we believe that this change will have the effect of building up the stone-cutting industry and, by indirection, I believe, although that view is not concurred in by some gentlemen on my own side of the House, it will have the effect of assisting in the development of the stone quarries of Canada, 3131.

WAYS AND MEANS.—THE TARIFF.

375. Iron in pigs, iron kentledge, and cast scrap iron; ferrosilicon containing not more than fifteen per cent silicon ferromanganese and spiegeleisen, containing not more than fifteen per cent manganese per ton—British preferential, \$1.50; intermediate, \$2.50; general, \$2.50, 3133.

Macdonald, E. M. (Pictou)—3133.

A year ago there was an application to the minister to continue the bounty upon pig-iron. Did the minister consider that question, and what were his reasons for refusing to do anything for pig-iron by way of bounty, 3133.

White, Hon. W. T. (Minister of Finance)—3133.

In many of the tariff changes that I have made I have equalized the intermediate with the general. We have had several applications from iron and steel manufacturers, not for any specific form of assistance, but to take some tariff action that would be of advantage to the industry, 3133. I have never seen any reason to disagree with the policy of the late government in granting bounties to call into existence the steel industry at Sydney, 3134.

WAYS AND MEANS—THE TARIFF.

378a. Galvanized rolled hoop iron or hoop steel, numbers twelve and thirteen gauge, per ton—British preferential, \$4.25; intermediate, \$7; general, \$7, 3135.

Graham, Hon. G. P. (Renfrew South)—3136.

Refers to the tin-plate industry at Morrisburg, 3136.

Macdonald, E. M. (Pictou)—3135.

Was it represented to the minister that it is proposed to make what is known as structural steel of the size spoken of in

WAYS AND MEANS—THE TARIFF—*Con.*

the Sault or any other place? 3135. Do I understand that the effect of that is that persons can establish a coke industry, import coal, make it into coke and be entitled to the drawback if they sell the coke to persons in the iron and steel industry or the smelting industry, or must it be consumed on the premises, 3136.

White, Hon. W. T. (Minister of Finance)—3135.

We are reducing the duty in this case from thirty per cent general to a specific tariff of \$7 a ton, which is about the equivalent to seventeen and one-half per cent ad valorem. I am in hopes that within the next year and a half or two years plants will be established at the Sault, and possibly at New Glasgow, Sydney and Hamilton, capable of manufacturing structural steel up to 120 lbs. per lineal yard. As soon as the government is satisfied that structural steel up to that weight can be manufactured in Canada, the increased duty will come into effect, 3135-6. It was represented to us that if the tariff were not changed, a firm would establish in Buffalo and sell its coke in the Hamilton district to those requiring it for smelting purposes or for the melting of metal. It is a question upon which I do not desire to express any opinion except to say that the government has not reached the conclusion that the drawback provision should be extended beyond the limits of the item, 3137.

WAYS AND MEANS—THE TARIFF.

Item 40. Coil chain, coil chain links, &c., 3138.

Loggie, W. S. (Northumberland, N.B.)—3138.

At the present time the minister gives a small drawback for the construction of vessels engaged in the coastwise or fishing trade, and he does this in the interests of the fisheries. He is now doubling the cost of a very important item in connection with the construction of these vessels, 3138.

White, Hon. W. T. (Finance Minister)—3139.

Chain under 1½ inch in diameter is manufactured in Canada and the reason why we have increased the tariff upon the chain that is made in Canada is because we have increased the duty upon wire rods, 3139.

WAYS AND MEANS—THE TARIFF.

445. Mowing machines, harvesters, self-binding or without binders, binding attachments, reapers, and complete parts thereof, not including shafting or malleable iron castings, also finished parts for repairs of the machines specified in this item—British preferential, 12½ per cent; intermediate, 12½ per cent; general, 12½ per cent, 3140.

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Cockshutt, W. F. (Brantford)—3143.

I think the hon. member for North Oxford did not make quite as much difference between the American and Canadian freight as he should have done. Actual rates quoted, 3143.

Nesbitt, E. W. (Oxford North)—3140.

Freight rates from Chicago to Calgary on binders referred to. I mention that to the minister to show him that the idea of the difference in freight is a fallacy, 3140.

White, Hon. W. T. (Minister of Finance)—3140.

I have looked very carefully into the question of freight charges. For a period of over a year and a half or two years I have been giving very full and careful consideration to the question of the duty upon agricultural implements. Statement of freight rates from different points in U.S. and Canada, 3140. I have in my possession a record of the selling prices which might form a basis of comparison for points in Canada with points in the United States, where freight rates are at all equal, I mention this to show that the matter has received very careful and full consideration on the part of the government, 3141. It is my understanding that no change whatever has been made in the valuation for import upon which customs duties are levied, 3142. The drawback in respect of mowing machines, harvesters, binders and reapers and complete parts thereof remains as it was. There is a ninety-nine per cent drawback whether sold in Canada or sold abroad, 3143.

WAYS AND MEANS—THE TARIFF.

471. Rolled round wire rods in the coil, of iron or steel not over three-eighths of an inch in diameter, when imported by wire manufacturers for use in making wire in the coil in their own factories, per ton—British preferential, \$2.25; intermediate, \$3.50; general, \$3.50.

471a. Rolled round rods in the coil, or iron or steel, whether annealed or cleaned, or not, when imported by manufacturers of chain for use only in their own factories in the manufacture of chain, per ton—British preferential, \$2.25; intermediate, \$3.50; general, \$3.50, 3145.

Currie, J. A. (Simcoe North)—3149.

The prices of nails in Canada and the U.S. referred to. I do not think there is a possibility of anybody suffering through the imposition of this duty. Now, as to whether anybody is going to suffer, whether anybody is going to be placed in the hands of the large corporations, I would remind the committee that the minister in his speech stated that if there was any attempt to squeeze the small manufacturer, the government would take prompt action and put a stop to it. I do not think any minister of the Crown has

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ever made that statement before in the case of an industry of this kind, 3149. It does seem to me that the proper way to look at this matter is from the national standpoint; from the standpoint of what is going to benefit the country the most and of what is going to benefit the farmers in the West the most, 3150. If the Canadians can get their nails as cheaply in Canada as they are selling in Chicago, nobody need worry, 3151. The minister has given a drawback on rods imported for the manufacture of wire fencing and I understand from the resolution that that is confined to certain numbers. I think it would be a wise provision if that was made applicable to all sizes of wire, 3152.

Loggie, W. S. (Northumberland, N.B.)—3145.

If the minister explained to us on what basis he comes to that conclusion we might the more intelligently conform to his suggestion that we place a duty upon wire rods, 3145. In my judgment, the minister is creating a monopoly in the hands of two great companies that may jump the price of wire rods to the small nail men and then jump the price of nails to the people of Canada, 3146. There is no difficulty for a number of nail manufacturers to form a combine; but they sometimes become dissatisfied one with another, and the combine is not maintained. That has occurred recently, 3147. If you would reduce the duty on nails, you would prevent and avoid the difficulty of a combine and an undue advance in the price of the manufactured article, 3148.

Maclean, A. K. (Halifax)—3145.

I understood the minister, when delivering his Budget speech, to utter a word of warning to the manufacturers of steel wire who are also engaged in the manufacture of nails, and I have been wondering what was in the mind of the minister, 3145. I understood that there is a provision in the resolution whereby the new tariff applicable to wire rods shall not become operative until July next, 3151..

Nesbitt, E. W. (Oxford North)—3149.

I quite appreciate the fear expressed by my hon. friends on this side. There is no monopoly at present. But they cannot do it now, because the rods come in free, and the smaller manufacturers can laugh at the big concerns and even compete with them, 3149.

Sinclair, J. H. (Guysborough)—3151.

Would the minister give a statement of the industries of which wire rods are the raw material, 3151.

White, Hon. W. T. (Minister of Finance)—3145.

The object of the manufacturers of wire rods—the Dominion Iron and Steel companies and Steel Company of Hamilton, who are engaged in the manufacture of

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wire rods—is to sell their product to those engaged in the manufacture of nails and it is inconceivable that they should attempt to destroy them, 3145. I have no reason to believe that they will take any undue or improper advantage of this tariff imposition, which I believe is clearly necessary if we are to have a wire rod industry in Canada, 3146. My hon. friend says that will create a monopoly in the manufacture of nails. What was to hinder them from doing that last year? 3647. I think my hon. friend's apprehensions are not well founded, and I will tell him why. There is a competition in the country in respect of nails, and I do not believe a combine will be formed because it is too big a country, 3148. It would seem to me manifestly unjust that in the case of a revision so extensive as this is men should be penalized by having to pay increased rates of duty in respect of goods they had ordered with delivery extending over a considerable period in the future, without having any notice that the revision was in contemplation, 3151. The manufacturers of wire draw their wire from the wire rods and would be affected in this that their raw material is now dutiable to the extent of \$3.50 per ton, 3152.

WAYS AND MEANS.—THE TARIFF.

486. Iron tubing, brass covered, not over three inches in diameter, and brass trimmings, not polished, lacquered or otherwise manufactured, when imported by manufacturers of iron or brass bedsteads for use exclusively in the manufacture of such articles in their own factories—British preferential, free; intermediate, free; general, free, 3152.

Maclean A. K. (Halifax).

Is he sure that when once an article has been placed on the free list by Order in Council, it can be restored to the dutiable list by repealing the Order in Council, 3153.

White, Hon. W. T. (Minister of Finance)—3153.

Explanation of item given. I am informed that they can. After making very careful inquiries we are convinced that no objection will be put forward by those who use brass as their raw material, to this restoration of brass to the old ten per cent item in the tariff, 3153.

WAYS AND MEANS.—THE TARIFF.

542. Jute or hemp yarn, plain, dyed or coloured, when imported by manufacturers for use exclusively in their own factories for weaving purposes, or for insulating wire, or for the manufacturers of hammocks and twines—British preferential, free; intermediate, free; general, free, 3153.

Loggie, W. S. (Northumberland N.B.)—3155.

If the minister will put manilla marlin for use in the lobster fishery on the free list it will meet the case, 3155.

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Sinclair, J. H. (Guysborough)—3153.

I have already drawn the attention of the minister to a request of the fishermen on the Atlantic seaboard for free fishing twine used in lobster fishing, 3153. It was announced by the Minister of Finance on that occasion that fishing twine was to be free. It was discovered later on that unbarked marlin was omitted. In my own constituency the fishermen and farmers have been turned down in every request they have made to the present government, 3154. I was depending upon the Finance Minister to do something in this matter and if he does not I will be much disappointed, 3155. In regard to the difficulty, I think the minister will have no more difficulty than he has already in regard to twine admitted for fishing purposes, 3156.

White, Hon. W. T. (Minister of Finance)—3155.

I have had due regard to what the hon. member for Guysborough draws to my attention and I have taken occasion to look into this matter of lobster twine recently. The effect of placing it upon the free list for the purpose that my hon. friend has in mind would be that it would be practically free for all purposes, 3155.

WAYS AND MEANS—THE TARIFF.

546. Jute cloth or jute canvas, uncoloured, not further finished than cropped, bleached, mangled or calendered—British preferential, 7½ per cent; intermediate, 10 per cent; general, 10 per cent, 3156.

Graham, Hon. G. P. (Renfrew South)—3156.

Has this anything to do with the manufacture of bags? 3156.

Maclean, A. K. (Halifax)—3156.

Asks explanation for increase of duty, 3156.

White, Hon. W. T. (Minister of Finance)—3156.

This matter is a little difficult to explain. No objection has been made to this change on behalf of any bag manufacturers, 3156.

WAYS AND MEANS—THE TARIFF.

575. Embroideries, n.o.p., lace, n.o.p., braids, n.o.p., tapes of cotton or linen not over one and one-quarter inches in width, not including measuring tape lines, fringes, n.o.p., cords, elastic, round or flat, garter elastic, tassels, handkerchiefs of all kinds, lace collars and all manufactures of lace, nets and nettings of cotton, linen, silk or other material, n.o.p., shams and curtains, when made up, trimmed or untrimmed, corsets of all kinds, linen or cotton clothing, n.o.p.—British preferential, 25 per cent; intermediate, 32½ per cent; general, 32½ per cent, 3157.

Boivin, G. H. (Sheffield)—3157.

I would ask the minister if he could not give this matter his consideration with a

WAYS AND MEANS—THE TARIFF—*Con.*

view to seeing whether these cotton yarns could not be placed on the free list, 3158.

White, Hon. W. T. (Minister of Finance)—3157.

This change is made partially for administrative purposes; the increase in revenue will not be considerable, 3157. All that I can say to my hon. friend at the present moment is that I shall be very glad to give the matter careful consideration with a view to seeing whether or not anything can be done in the premises, 3158.

W. C. EDWARDS COMPANY.

House in committee on Bill No. 132—*Mr. Fripp*, 3474.

Boys, W. A. (Simcoe South)—3474.

In the absence of the chairman of the Private Bills Committee and at his request I have been asked to explain the situation of this Bill, 3474.

Burnham, J. H. (Peterborough West)—3475.

It is a very serious thing for Ontario, and especially for the district from which I come. We are very anxious to safeguard the public interests. They all come to the surface in this Bill, 3475.

Devlin, E. B. (Wright)—3475.

The W. C. Edwards Company tried, as far as they were able, to agree to the terms and conditions imposed by the Hydro-Electric Commission, 3475.

Oliver, Hon. Frank (Edmonton)—3475.

I have always been under the impression that the field of activity was mentioned in the incorporation of any company of this character, 3475.

WEDNESDAY SITTINGS.

Motion:

That on Wednesday, the 4th of March next, and subsequent Wednesdays to the end of the session, the House will meet at three o'clock p.m., and that the sittings on such days shall in every respect be under the same rules provided for other days, and that on said Wednesdays government notices of motions and government orders shall have precedence after questions.—*Mr. Borden*, 1264.

Borden, Rt. Hon. R. L. (Prime Minister)—1264.

Accept that the 11th be substituted for the 4th, 1264.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—1264.

Would suggest that motion should run from the 11th instead of 4th, 1264.

65606—21

WEIGHTS AND MEASURES ACT AMENDMENT.

Introduction of Bill No. 96—*Mr. Nantel*, 1359.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1359.

Proposed amendment has reference to metric system. Object is to make use of system compulsory, 1359.

WEIGHTS AND MEASURES ACT AMENDMENT.

House in committee on Bill No. 96.—*Mr. Nantel*, 1753.

Lemieux, Hon. R. (Rouville)—1753.

Does the government intend to adopt the metric system in full. We all know that a change in weights and measures is always attended with many difficulties. Is the metric system to be made compulsory, 1753. The old measures are deeply rooted in the minds of the people and if we want to have a new system we will have to teach the very youngest people from the start, 1755.

McKenzie, D. D. (Cape Breton North and Victoria)—1754.

I cannot understand the necessity for the change in the law. The statement that the metric system was to be made compulsory is more serious. Urges the minister not to move too fast, 1754.

Nantel, Hon. W. B. (Minister of Inland Revenue)—1753.

The object of the Bill is to substitute the meter and kilogram for the standards now used. This law is urgently requested by the universities and the scientists of the Dominion, 1753. It is not the intention to have the metric system made compulsory in trade generally, 1754.

Oliver, Hon. Frank (Edmonton)—1753.

Asks for statement as to purpose of Bill 1753. We cannot force the system upon the people when they are not ready for it, 1755.

WIDOW OF NAPOLEON JALLET.

Attention called.—*Mr. Marcil*, 1066.

Marcil, Hon. Charles (Bonaventure)—1066.

Mr. Jallet's widow called on me yesterday to remind me that nothing had been done in her behalf, 1066. Hope that mention of it will be sufficient to ensure that something will be done, 1066.

Speaker, His Honour the—1067.

Shall be glad to look into the matter, 1067.

WINNIPEG JOINT TERMINALS.

Motion introduction of Bill No. 181.—*Mr. Reid*, 3454.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3454.

The Bill has just one clause ratifying the agreement, 3454.

WINNIPEG-GIMLI TRAIN SERVICE .

Attention called—Mr. Bradbury, 4629.

Bradbury, G. H. (Selkirk)—4629.

Refers to cutting off of the daily train between Selkirk and Gimli and quotes telegram from board of trade, 4629.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—4629.

Promises to take matter up with railway commission and Canadian Pacific Railway, 4629.

VINEBERG DIVORCE BILL.

Motion for second reading of Bill No. 220.—*Mr. Porter*, 4670.

Macdonald, E. M. (Pictou)—4670.

On the main question, which is the usual ground upon which a divorce should be granted. I submit that the evidence is not only not in favour of the petitioner, but distinctly to the contrary, 4670.

Thoburn, Wm. (Lanark North)—4671.

As one of the sub-committee appointed to hear these cases, I heard the evidence and I confess I do not expect ever to hear such evidence again. I do not think such evidence was ever before submitted to a court, 4671.

VINEBERG DIVORCE BILL.

Report presented.—*Mr. Sam. Sharpe*, 4880.

Motion:

That the fifteenth report of the Select Standing Committee on Miscellaneous Private Bills be referred back to the committee for further consideration.—*Mr. Thoburn*, 4880.

Boulay, H. (Rimouski)—4880.

Objects to Bill because proof in the case was not sufficient. Complains that evidence has not been laid before committee in French, 4880.

Boyce, A. C. (Algoma West)—4881.

It would be absolutely out of harmony with the principles of parliamentary procedure to recommit this Bill when it has not been shown that any injustice has been done, or that any advantage could be gained by so doing, 4882.

Fripp, A. E. (Ottawa)—4881.

Protests against Bill being referred back, 4881.

Glass, S. F. (Middlesex East)—4885.

I wish to explain my position in reference to this Bill, 4885.

Green, R. F. (Kootenay)—4883.

Thinks that method should be changed so that divorce cases may be heard by the judiciary, 4883.

VINBEURG DIVORCE BILL—*Con.*

Kyte, G. W. (Richmond, N.S.)—4884.

It is rather unfortunate that at this time we are asked to refer back to the committee on Private Bills the hearing of this malodorous divorce case, 4884.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—4881.

Those of the denomination to which I belong do not believe in divorce, and we vote against it on religious grounds, and not upon the merits of each case, 4881.

Lemieux, Hon. R. (Rouville)—4884.

I am opposed to divorce and think it should be abolished, 4880.

McLeod, H. F. (York, N.B.)—4886.

I concur in the view taken by many hon. members that the tribunal before which these divorce cases are heard is a wretched and miserable one, 4886.

Northrup, W. B. (Hastings East)—4884.

I do not think a better illustration of that unhappy state of affairs could be found than in the case now before the House, 4884.

Pelletier, Hon. L. P. (Postmaster General)—4882.

I think the Bill should be dealt with upon its merits, and I would not insist on its being printed in French, 4882. Advocates the formation of a joint committee to deal with cases of divorce, 4883.

Sharpe, Samuel, (Ontario North)—4883.

Thinks that Bill should be referred back for further consideration, 4883.

Speaker, His Honour the—4880.

It is not permissible to discuss the Bill at this stage. Divorce evidence has never been printed in French, 4880. Evidence not before the House, not in order to discuss it, 4884-5.

Thoburn, W. (Lanark North)—4881.

I will give the reasons why I ask the Bill to be referred back, 4881.

YARMOUTH HARBOUR ICE-BOUND.

Inquiry—*Mr. Law*, 1015.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—1015.

If anything can be done to meet the condition of affairs, I shall be only too glad to do it, 1015.

Law, B. B. (Yarmouth)—1015.

Calls minister's attention to the ice-bound condition of Yarmouth harbour and asks him if it will receive his immediate consideration, 1015.

YUKON PLACER MINING.

House in committee on Bill No. 200—*Mr. Roche*, 3065.

YUKON PLACER MINING—*Con.*

Macdonald, E. M. (Pictou)—3966.

Why do you dispense with some of the conditions which usually occur in a regular partnership? 3966.

Oliver, Hon. Frank (Edmonton)—3967.

As long as the law is understood by all parties that is really the main thing, 3967.

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