## OFFICIAL REPORT

OF THE

## DEBATES

## OF THE

# HOUSE OF COMMONS

OF THE

## DOMINION OF CANADA

FIRST SESSION-TWELFTH PARLIAMENT

## 2 GEORGE V., 1911-12

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COMPRISING THE PERIOD FROM THE TWENTIETH DAY OF MARCH TO THE FIRST DAY OF APRIL, INCLUSIVE



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## House of Commons Debates

## FIRST SESSION—TWELFTH PARLIAMENT.

#### HOUSE OF COMMONS.

WEDNESDAY. March 20, 1912.

The SPEAKER took the Chair at Eleven o'clock.

## CRIMINAL CODE AMENDMENT.

Mr. DOHERTY moved for leave to introduce Bill (No. 165) amending the Criminal Code.

- Some hon. MEMBERS. Explain.

Mr. DOHERTY. The purpose of this Bill is to amend subsection 2 of section 235 of the Criminal Code as enacted by section 3, of chapter 10 of the Statutes of 1910. The subsection referred to contains the provision exempting persons from the penalties of the code for gambling, in cases of betting on the race track of a duly incorporated racing association. The entire purpose of this amendment is for the future to restrict the privilege allowed with regard to betting upon the race tracks to tracks of racing associations in-corporated either by Act of this parliament, or by an Act of the legislature of any one of the provinces in which the association may exist. In other respects the privilege, and its conditions remain as they were. That is, the entire change that is desired to be effected is to create a situation where the mere obtaining of an incorporation under the general Letters Patent Act will not confer in the future upon racing associations the privilege granted by the section in question of the Criminal Code.

Mr. CARVELL. Will this Bill affect applications now pending for incorporation under the Companies Act? Mr. DOHERTY. The Bill will apply to race track associations incorporated by Letters Patent on and after this date.

Mr. CARVELL. It is hardly an answer to the question, but I will raise the matter again when we are in committee on the Bill.

Mr. DOHERTY. I will be very glad to answer the question. Perhaps I did not correctly catch the hon. gentleman's meaning.

Sir WILFRID LAURIER. I intended upon reaching the Orders of the Day to ask the Prime Minister what further legislation it is intended to introduce. Perhaps I may now anticipate that question and we may have a discussion at this moment upon the matter. There is, I believe, a general desire on both sides of the House to bring the session to an early close within a legitimate period which I will not further mention. The Minister of Justice, however, has just introduced this Bill to amend the Criminal Code, and there are six or seven other Bills on the order paper, all government measures. I presume that no one of these Bills is of very great importance. At all events, whether important or not, they may perhaps suggest a good deal of discussion. Take this Bill to amend the Criminal Code, for instance. We all know from our experience of the past, that the moment a Bill is introduced with regard to race tracks it has always been productive of very lengthy discussion, and I am afraid that if we take this Bill this session, important or unimportant though it may be, it may add greatly to the length of the session. I would, therefore, suggest to my right hon. friend the advisability of considering, unless the measures to be introduced by the government are of special importance, whether some of them may not very properly be dropped.

Mr. BORDEN. I will give consideration to the suggestion of the right hon, gentleman. I would not think that the Bill which has just been introduced by the Minister of Justice would be controversial. As I understand it the provisions of the Bill simply amount to this: No such privilege shall be extended to a race track association unless it is incorporated either by this parliament or by a provincial parliament. It did not seem to me that a provision of this kind ought to involve a great deal of discussion. However, I will give the matter consideration.

Mr. CARVELL. I may be a little out of order, but I do not think the Prime Minister quite apprehended the question I put to him. To be plain, I am credibly informed that there have been, and probably are now pending, applications for the incorporation of joint stock companies under the Companies Act for the purpose of operating race-tracks. I would like to know whether these applications will be granted before this Bill goes into force?

Mr. DOHERTY. I understand that there were pending two such applications for incorporation by letters patent, and that they were granted yesterday. I understand that there are no pending applications. And the precise object of this Bill is to put an end to the situation in which it can be seriously contended—and, speaking for myself, I think quite correctly contended that the Secretary of State has no option where the conditions of the Act are complied with, but is bound to issue the letters patent.

Mr. LEMIEUX. Would not the Minister of Justice (Mr. Doherty) state the names of these new associations which were granted letters patent yesterday? And would he be pleased to inform the House if there is anything in this new legislation enlarging the privileges and powers enjoyed by racing associations? I am one of those who voted in this House for the Miller Bill, that is to say restrictions upon gambling at race-tracks. I am not what I may call-without offence to any one, I hope-a puritan; but still I am opposed to gambling and betting and voted for the Miller Bill as a compromise measure which I thought should be satisfactory to those people who believe that facilities should be afforded for horse-racing, because of the influence of the sport in the direction of improving the breed of horses. At the

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same time, I must tell my hon. friend that if there is anything in this legislation to increase the privileges and powers of these associations he will find that there is strong objection in the country at large to any such changes.

Mr. DOHERTY. As to the names of the companies to which letters patent were issued, that is a matter in the Secretary of State's Department, and I have not the names at hand at the moment. As to the other matter, I may point out that the purpose is, and the effect is, entirely restrictive. It will provide that in future no race-track association shall be created with these privileges unless it is created by a special Act of this parliament or of the legislature of the province in which it is situated. Thus, in the future, parliament or a legislature will pronounce in each particular case whether the new race-track association is to receive these privileges, instead of leaving the law as at present so that anybody desiring letters patent for this purpose may apply to the Secretary of State and, on conforming with the requirements of the Act, receive a charter carrying with it, under the law, the privileges referred to.

Sir WILFRID LAURIER. I think my right hon. friend (Mr. Borden) will see that this Bill, like all similar Bills will be productive of long discussion.

Mr. BORDEN. I do not think so, when it is understood.

Mr. MURPHY. I would ask the government, before we proceed with the Bill in committee, to furnish the names of the companies that were incorporated yesterday, and also the dates from which applications have been pending.

Motion agreed to, and Bill read the first time.

## PRISONS AND REFORMATORIES ACT AMENDMENT.

Hon. C. J. DOHERTY (Minister of Justice) moved for leave to introduce Bill (No. 166) to amend the Prisons and Reformatories Act. He sa'd: This Bill will have application only in the province of British Columbia. The purpose is to extend to an industrial school for girls for which the British Columbia legislature has just made provision the same privileges and rules that already, under the Prisons and Reformatories Act, apply to similar institutions in the province of Quebec, Ontario and Manitoba. The sections of the Bill are all reproduced from the provisions ap-

plicable to similar institutions in the provinces I have named.

Motion agreed to, and Bill read the first time.

### LIVE STOCK RECORD ASSOCIATIONS.

Hon. MARTIN BURRELL (Minister of Agriculture) moved for leave to introduce Bill (No. 167) respecting the incorporation of Live Stock Record Associations. He said: This Bill is practically to repeal chap. 131 of the Revised Statutes of 1906 in order to meet the wishes of the various associations to make the old Act more workable. It will not, I think, be found to involve any new departure or arouse any controversy.

Mr. GRAHAM. I suppose we shall be able to get more information—get some information—when the Bill comes down.

Motion agreed to, and Bill read the first time.

#### EXCHEQUER COURT ACT AMEND-MENT.

Hon. C. J. DOHERTY (Minister of Justice) moved for leave to introduce Bill (No. 168) to amend the Exchequer Court Act. He said: The purpose of this Bill is to provide for the appointment of an assistant judge in the Exchequer Court. It is represented that the business of the court is increasing considerably. I will be in a position to give some statistics in that regard on the later stages of the Bill. But I wish to say quite frankly that I do not think this is, perhaps, the most important reason, the most serious reason, that justifies this measure. Other considerations may be invoked in support of it. In the first place, we have in this country, as everybody knows, two distinct systems of law, both of which systems have to be administered by the Exchequer Court of Canada. Of course, I have not the slightest idea of reflecting on the gentleman who occupies the position of judge of that court. But it is under those circumstances desirable that, if these two systems are to prevail, the court should be so arranged that it would be possible to have men specially trained in each system to preside over that court. There has been some strong feeling upon that subject; furthermore, there has been a considerable desire that the courts should be so arranged that it would be at all times convenient that the proceedings should be carried on in either one of the official languages.

Mr. LEMIEUX. Having distened to proceedings, and it will to many complaints from some of my fellow many years to acquire to members of the bar, I think this legislation will be welcomed especially in the province of Quebec. But I hasten to say branch of jurisprudence.

that the present incumbent, Mr. Justice Cassels, is a credit to the judiciary of this country, and no fault has been found with him in his capacity as judge of the Exchequer Court. But as my hon. friend the Minister of Justice states, when his court happens to sit in the province of Quebec, he meets with a legion of witnesses who do not happen to speak the language of the judge, and difficulties arise. But I would like to point out to my hon. friend that this assistant judge need not be confined in his work to the province of Que-bec. I think he will find in the very personnel of the court as at present constituted the man who, if he is appointed to that position, could serve equally in any of the other provinces of the Dominion, I refer to Mr. Audette, the present Registrar, who for the last 25 years has practically acted as assistant judge. We know that the Registrar of the Exchequer Court has de facto, if not de jure, the same powers as the presiding judge, that is to say, he hears evidence, he summons witnesses, and he presides over the court; he acts as the referee in the case. I think if Mr. Audette, who has acted practically as assistant judge, were appointed, the people would be satisfied, because he could be called to serve in any province of the Dominion, and has had a very wide experience which qualifies him eminently.

Mr. CARVELL. I just want to emphasize strongly the suggestion made by the hon. member for Rouville (Mr. Lemieux), that in filling this position it should be given to the present registrar of the Exchequer Court. It has been my privilege dur-ing the past year to practice before Mr. Audette in quite a number of expropriation cases. I suppose there is no man in Canada who is better qualified to perform the duties of a judge in that particular branch of law than is Mr. Audette. He has also the other qualifications of being thoroughly acquainted with the practice of the court, and of understanding the two languages perfectly; he also understands the civil law as well as the common law. But beyond all that, this gentleman has had such a long training in the principles governing the particular branch of cases coming before the Exchequer Court, which has enabled him to attain a certain kind of information almost invaluable. I doubt if there can be found a man in Canada to-day who can take his place in five years, simply because of his immense training in that kind of business. We all know that ninetenths of all the business of the Exchequer Court is in connection with expropriation proceedings, and it will take any other man many years to acquire the attainments of Mr. Audette which will enable him to preside as satisfactorily over that particular Mr. DOHERTY. I join with my hon. friend from Rouville (Mr. Lemieux) in repudiating the idea that any fault is to be found with the present incumbent of the court. I think everybody recognizes the high ability and high character of Judge Cassels. It is not at all the intention that the assistant judge should be appropriated in any way to any particular province, he is to have the power of a judge, and to exercise his jurisdiction wherever he may be called upon to do so. With regard to what has been said in connection with the appointment, I suppose it would hardly be expected that I should express any opinion at this time. Let us do one thing at a time, get the place created, and then perhaps the place will go seeking for a man, or a man will seek the place; but in some way we will get somebody into it.

Mr. LEMIEUX. Let me add that Judge Cassels, being born in Quebec, is perfectly conversant with the French language, although he does not speak it fluently; he has given ample satisfaction. But the business of the court has increased so much in the last few years that an assistant judge is needed.

Motion agreed to, and Bill read the first time.

#### BANK ACT AMENDMENT.

Mr. WHITE (Leeds) moved for leave to introduce a Bill (No. 169) to amend the Bank Act. He said: The object of this Bill is to extend the charters of the Canadian banks, which otherwise will expire on July 1st next, for a period of one year. It also provides for the enlargement of the period in which the banks may issue an emergency circulation during the so-called crop moving period. For reasons which I will explain on the second reading of the Bill, we think it desirable that one month should be added to each end of the present period, that is to say, that the emergency circulation period should be from the 1st day of September until the last day of September until the last day of October until the last day of January as at present.

Mr. PUGSLEY. Has the attention of the minister been called to the desirability of making some provision for that season of the year when the banks are carrying the lumber industry of the country? I may say that some months ago my attention was called to the matter by one of the leading bankers of the Dominion, a bank which does a very large business in financing lumbering operations. The manager of the bank said that in the spring of the year there is a heavy drain upon the circulation, and asked me if I would not in-

Mr. CARVELL.

vite the attention of the Minister of Finance to the subject.

Mr. WHITE (Leeds). I had not heard of it before. But I am inclined to think that there is no widespread demand or necessity for it on the part of the banks or of the public. However, I will look into the matter carefully. The figures we have in our office show that the great strain on the circulation occurs in the fall, and it is to meet that situation that the present legislation is proposed.

Motion agreed to, and Bill read the first time.

#### QUEBEC SAVINGS BANK ACT.

Mr. WHITE (Leeds) moved to introduce Bill (No. 170) to amend the Quebec Savings Bank Act. He said: The purpose of this Bill is to extend for a period of one year the charters of two banks in the province of Quebec, the Montreal City and District Savings Bank and La Caisse d'Economie, which would otherwise lapse on the 1st of July next. I hope next year we will have the Bank Act before the House and an extension of these charters can then be made for a further period.

Motion agreed to, and Bill read the first time.

## MILITIA ACT AMENDMENT.

Mr. HUGHES (Victoria) moved for leave to introduce Bill (No. 171) to amend the Militia Act. He said: Mr. Speaker, a year ago, the rank of Major-General was conferred on General Otter by order in council, which was not confirmed by an Act of parliament as the law requires. By some oversight this was not done and General Otter feels himself in the irresponsible position of being a Major-General by order in council but not by Act of parliament. This does not affect General Otter's salary. The second section of the Bill provides that cadet corps may go into camp for training by themselves. By section 64 of the present Act it is provided that cadet corps or any portion thereof may be attached to any portion of the active militia

tached to any portion of the active militia for the purpose of drill or training. That means that they must go into camp with the active militia. That, of course, does not meet the approval of many people, including myself, and the amendment authorizes cadet corps or any portion thereof, or members thereof, to drill or train for a period of not more than thirty days in each year. That period is in conformity with the Militia Act.

Motion agreed to, and Bill read the first time.

## MOTIONS AGREED TO WITHOUT DIS-CUSSION.

For a copy of all papers, telegrams, letters, petitions and affidavits, relating to the dismissal of George Bourgoin, employed as sta-tistician on the Lachine canal, also of all let-Works and the Minister of Railways and Canals concerning said dismissal.—Mr. Lemieux.

For a copy of all papers, telegrams, letters and orders in council respecting the transfer of a property known as the Police Point Re-serve, to the corporation of the city of Medi-cine Hat, Alberta.—Mr. Buchanan.

For a copy of all documents, letters, correspondence, petitions, reports, &c., addressed to the Department of Public Works since the 21st September last on the subject of a wharf now under construction at St. Croix, in the county of Lotbinière, province of Quebec.— Mr. Fortier.

For a copy of all correspondence and memoranda on the subject of cable rates, ex-changed between the Canadian Post Office Department and the British Post Office Department .- Mr. Lemieux.

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

## GOVERNMENT APPOINTMENTS ABROAD.

#### Mr. CARVELL:

What are the names and salaries of the officials appointed since October 1, 1911, at the following Canadian agencies:—Liverpool, Glasgow, Paris, Commissioner's Office, and Boston, Mass.?

#### Mr. ROCHE:

No immigration officials appointed in any of the agencies mentioned since the 1st October, 1911.

POST OFFICE AT BASSANO.

#### Mr. BUCHANAN:

1. Has the government been approached to construct a building for post office, customs office and land office at the town of Bassano, Alberta

2. Is the government aware of any promises having been made that such a building would be erected at Bassano, Alberta?

3. Is it the intention of the government to erect such a building?

### Mr. PERLEY:

1. Yes.

2. No.

3. The application will have careful consideration when further estimates are under discussion.

#### FORT OSBORNE BARRACKS-WINNIPEG.

go into committee to consider the following proposed resolution:

Ing proposed resolution: Resolved, that it is expedient (a) to con-firm an order in council, dated February 17, 1912, authorizing the sale and transfer to the Province of Manitoba, for the sum of \$200,000, of certain lands in the city of Win-nipeg, consisting of the Fort Osborne bar-racks and drill shed property; (b) to author-ize the making of an agreement with the said province in accordance with the terms of the said orders in council; and (c) to authorize the payment of the proceeds of such sale to the purchase of sites and the construction of buildings thereon for drill sheds and armouries for the active militia in the said city, and for barracks and other military purposes in or adjacent to the said military purposes in or adjacent to the said city.

Mr. PUGSLEY. I would ask the min-ister that before going into committee on this resolution, he would lay on the table the report as to the valuation of the property and the correspondence on the subject.

Motion agreed to.

#### P. E. I. SUBSIDY.

Hon. W. T. WHITE (Minister of Finance) moved that to-morrow the House do go into committee to consider the following proposed resolution:

Resolved, that it is expedient to authorize, in addition to the sums now authorized law, the payment of an annual grant to the Province of Prince Edward Island of one hundred thousand dollars, one half of which shall become payable on the first day of shall become payable on the first day of July and one half on the first day of January in every year, beginning with the first day of July, one thousand nine hundred and twelve.

He said: His Royal Highness the Governor General has been made acquainted with the subject matter of this resolution and has approved thereof.

Sir WILFRID LAURIER. I presume my hon. friend will lay on the table of the House the correspondence which has led to this resolution.

Mr. WHITE (Leeds). I will see that my right hon. friend receives a copy of all the documents.

Motion agreed to.

## FENIAN RAID VETERANS.

Hon. SAM HUGHES (Minister of Militia) moved that the House do to-morrow go into committee to consider the following proposed resolution:

Resolved, that it is expedient to provide for the payment of one hundred dollars to every person residing in Canada at the date of the Hon. SAM HUGHES (Minister of Mili-tia) moved that to-morrow the House do

in the year 1866 by the governments of Canada, Nova Scotia or New Brunswick, or in the year 1870 by the government of Canada, with the exception of certain battalions of riflemen formed for service in the Northwest.

Mr. SPEAKER. There is no intimation from the minister that this resolution has had the assent of the Crown.

Mr. HUGHES (Victoria). I will do that to-morrow.

'Mr. SPEAKER. I understand the rule is that the intimation must be given to the House when the matter is first brought before it.

Mr. HUGHES (Victoria). His Royal Highness the Governor General has been made acquainted with the subject matter of this resolution which stands in my name and I beg to move it.

Mr. PUGSLEY. I call attention to the fact that the hon. minister merely states that His Royal Highness has been made acquainted with the subject matter of the resolution. That is not sufficient authority.

Mr. HENDERSON. Did he consent?

Mr. PUGSLEY. That has not been stated.

Mr. HUGHES (Victoria). I may say that His Royal Highness has approved of the resolution.

Motion agreed to.

### DRY DOCK SUBSIDIES.

Hon. GEORGE H. PERLEY moved that the House do to-morrow go into committee to consider the following proposed resolution:

Resolved, that it is expedient to amend The Dry Docks Subsidies Act, 1910, and to provide (a) for the construction of dry docks for naval and general purposes, costing for the purposes of subsidy calculations not more than \$5,500,000, being dry docks other than floating dry docks of dimensions to be prescribed in a Bill to be based upon this resolution; and (b) that the subsidy payable in respect of such dry docks shall be a sum not exceeding three and one half per cent of the cost of the work as fixed and determined under the provisions of The Dry Docks Subsidies Act, 1910.

He said: His Royal Highness has been made acquainted with the subject matter of the resolution and approves of it.

Mr. PUGSLEY. Before this resolution is considered the House will require any estimates that have been made as to the amount required for the construction of dry docks, which has led to this resolution. Mr. MUI for is set of the 12th of man bring preciate it.

Mr. HUGHES (Victoria).

Mr. LEMIEUX. Has this resolution in view the proposed construction of the Quebec dry dock?

Mr. BORDEN. It has in view the construction of dry docks all over the country and it would naturally include the Quebec dry dock as well as others.

Mr. LEMIEUX. If it refers to the Quebec dry dock I would like the papers to be brought down before the resolution is discussed in the House. There are strong objections taken to the building of a dry dock where it is proposed, according to rumour.

Mr. BORDEN. I am not aware that any location has been made of the Quebec dry dock. If the hon, gentleman has any information on that point it is not in the possession of the government.

Mr. LEMIEUX. Very well.

Mr. PELLETHER. It might set at rest these discussions in the newspapers about this place and the other place as the site of the dry dock if I said that it is a question for the engineers to decide, and it stands to reason that the best place decided on by them will be accepted.

Mr. LEMIEUX. It was rumoured that the Quebec dry dock instead of being located on the Levis side would be located in the constituency of the Postmaster General, and he is aware that the shipping interests are opposed to that.

Mr. SPEAKER. It is out of order to have any debate at this stage.

Mr. LEMIEUX. I was just answering the suggestion of the Postmaster General.

Motion agreed to.

## INQUIRY FOR RETURNS.

Mr. MURPHY. Over a week ago the Postmaster General told me that the return would be brought down immediately in answer to an order of the House passed on the 12th of February. It has not been presented yet.

Mr. PELLETIER. I brought down quite a number of them yeserday.

Mr. MURPHY. This is not amongst them.

Mr. PELLETIER. The employees of the department have a great deal of work to do in connection with preparing these returns, and they are doing their best.

Mr. MURPHY. The information asked for is set out in the order of the House of the 12th of February and if the hon. gentleman brings it down to-morrow I will appreciate it. Mr. VERVILLE. I would like to ask the Minister of Agriculture when I may expect the return regarding cold storage which I asked for on the 19th of February?

Mr. BURRELL. I will have the return brought down shortly.

## RURAL MAIL DELIVERY.

Mr. LEMIEUX. In view of the resolution with reference to rural mail delivery coming before the House in a few days, I would ask the Postmaster General to bring down as soon as possible a statement as to the rural mail delivery routes that have been established since the beginning and all the information which is included in the question which I put the other day and which I was asked to place in the form of a motion. As it is very late in the session I do not think the return to an order of the House could be brought down and I would therefore like the minister to be prepared with these statistics when the resolution is submitted.

Mr. PELLETIER. It will take a very long time to prepare that. If my hon. friend will accept the invitation to come to the department, I will give instructions that he be given the information, because there are so many returns to be prepared that I do not expect to be able to lay them all before the House before prorogation.

Mr. LEMIEUX. I will call and see Mr. Anderson.

Mr. McKENZIE. I wish to call the attention of the hon. the Postmaster General to a question which has been standing in my name for some time. It is important that I should have the answer to this question before the railway estimates are discussed.

Mr. PELLETIER. As I told my hon. friend the other day, I expect to have the answer in three or four days at the outside.

#### AID TO AGRICULTURE.

Mr. BURRELL moved third reading of Bill (No. 100), for the Aid and Encouragement of Agriculture.

Mr. PUGSLEY. I desire to move an amendment to the Bill similar to the amendment which was moved when the House was in committee on the Bill. The amendment is as follows:

That this Bill be not now read a third time, but that it be referred back to the committee of the Whole House with instructions to amend the same by adding thereto the following as sub-section 2 of section 2:

ing as sub-section 2 of section 2: Any moneys granted under the provisions of this Act shall be apportioned among and paid to the governments of the different provinces in proportion to the population of each of the provinces as determined by the then last proceeding census.

I cannot conceive of any possible reason why this amendment should not be accepted. It is proposed by this Bill to add to the subsidies of the different provinces. Those subsidies have been provided for by the British North America Act and by amendments which have been made from time to time. It was recognized at the time of confederation, and it has always been recognized by parliament since, that when subsidies are granted, they should be granted on a fixed principle, that of the population of the different provinces, so that when those grants are made the people of any province, and the government and the legislature of any province, will feel that they are receiving from the federal government simply what is their right under the law, and not a favour-that they are simply receiving justice and not generosity from the federal authorities. It has always been recognized that it is in the interest of the different provinces and of the whole people of Canada that the provinces shall be kept as independent as possible of the central authority. Now, by this Bill it is proposed to give to the federal government the right to dispose of the subsidies to be granted in aid of agriculture according to the discretion of the government. This is a departure from what has been the well-recognized principle governing provincial subsidies ever since the fathers of confederation met together to frame the British North America Act. My hon. friend the Minister of Agriculture, when he introduced this Bill, stated that it was intended to pay these subsidies in proportion to popula-tion. He recognized that that was what ought to be done. Before my hon. friend had called attention to the fact that he had made this statement on a previous occasion, one of the most important members of the government rose in his place and said that it would not do to bind the Governor in Council down to this princi-ple, that cases might arise from time to time where in the opinion of the government it would be desirable to depart from the principle of population and give to a province a larger sum of money than it would be entitled to receive if population were to govern. That showed very clearly the desirability, when we are proposing to grant subsidies in aid of agriculture in the different provinces, to place the principle of apportionment in the statute in black and white, so that no government, either the present or any government in the future, shall depart from that principle. and that the government and people of any province will feel that the amounts they receive for the encouragement of agricul-ture they receive as a right, as their proper

share of the moneys which the people of that province have contributed to the federal treasury, and not as a matter of favour or generosity on the part of the federal government. Then my hon. friend the Minister of Agriculture (Mr. Burrell) is reported in 'Hansard' to have entirely approved of putting this amendment in the Bill. As reported at page 5384 of 'Hansard,' the Minister of Agriculture made this statement, following some words which I had uttered:

Mr. BURRELL. There is absolutely no de-sire on the part of the government to divide the money in any way except what is abso-lutely fair and equitable. I stated in in-troducing the Bill that the money would be granted according to the population of the various provinces, and I think there would be no objection to bringing down the supplementary estimates divided as they would be according to the population of the various provinces.

Mr. PUGSLEY. Well, why should that not be provided in the Bill? Mr. BURRELL. I do not see why.

Therefore we have the statement of the Minister of Agriculture, who is in charge of this Bill, that he sees no reason why this provision should not be incorporated in the measure. I submit that it is reasonable, that it is exceedingly desirable, and that it should be done. Therefore I beg to present this amendment for the consider-ation of the House.

Mr. BORDEN. Some of the arguments which my hon. friend has just addressed to the House would be arguments in favour of a motion for the six months hoist, rather than the amendment which he has presented this morning. The hon. gentieman, however, did not feel inclined to adopt that course. Instead he proposed an amendment requiring that moneys that have not yet been voted should be distributed in a particular way. I can only say to my hon. friend, as I said in the discussion which took place on this measure in committee, that the Bill does not authorize the government to grant one dollar to any province in Canada, but merely provides a means by which the federal government can secure the co-operation of the different provinces for the just and effective expenditure of certain moneys that may be voted by par-liament during this session or in any subsequent session. The distribution of subsequent session. those moneys will be effected, not by this proposed Bill, but by the Therefore every Appropriation Act. Appropriation Act. Therefore every purpose that my hon. friend has urged this morning will be effected by the estimates when they are brought down and passed by this House, if they should be passed, and when they are incorporated in the Appropriation Bill. My hon. friend seems to find fault with the proposal that find favour with a representative body such Mr. PUGSLEY.

the government of Canada should appropriate a certain sum of money for the assistance of agriculture in the different provinces of Canada.

Mr. PUGSLEY. I beg my right hon. friend's pardon. He certainly could not have heard me, perhaps I was speaking in too low a tone of voice. I have never found fault with the proposition.

Mr. BORDEN. If my hon. friend does not find fault with the proposition I do not quite understand the object of his motion.

Mr. PUGSLEY. I want these expendi-tures to be based on a proper principle.

Mr. BORDEN. I have explained over and over again in the debate on this Bill and in the debate on the Highway Bill, that when the appropriations are brought down they will be based upon the same principle as that on which the subsidies to the provinces are based, and that that appropriation to the different provinces will be carried into the Appropriation Act, and will become the law of this land just as fully and just as effectively as if the amendment which my hon. friend now pro-poses should be passed by this House and the Bill should be amended accordingly. For what purpose therefore does my hon. friend suggest that the division of that appropriation Bill in respect to provinces should be included, not only in the Appropriation Act but in this Bill as well. I see no good purpose which can be served by the adoption of my hon. friend's motion, and I therefore ask that the House shall not accede to it.

Mr. OLIVER. Aside from the point raised by the hon. member for St. John, the Bill, as it strikes me, is a very serious departure from well accepted precedent in the distribution of the moneys of the country. This Bill proposes to give the government authority to distribute money voted by parliament. If this principle applies to the vote for a hundred dollar wharf in Nova Scotia, surely it is just as right that an amount of money that is available for the assistance of agriculture in any province should also be subject to the vote of parliament. The government says: 'We are going to make it subject to the vote of parliament,' but the country has to take the word of the government on that point instead of the mandate of parliament; and the responsibility upon each member of parliament to see that the authority of parliament over the moneys of this country is maintained is just as binding upon that member as the responsibilities of members of the government are binding upon them. Therefore for my part I wish to insist most strongly that the proposition contained in the Bill is not such as should as this parliament is, and should not find favour having due regard to the well established rules and practice under which the public moneys of the country are disbursed and distributed by the government, subject always to the will of parliament.

There is another point, in mentioning of which I may be out of order, Mr. Speaker, but which I will not dwell upon, and it is this: In distribution of this money the various provinces are made subject to what the Bill euphemistically calls 'co-oper-ation,' but which I understand to mean interference by the government of the Dominion with the administration of the provinces. On what ground does this parliament come to the conclusion that the government of each of the individual provinces of the Dominion is not competent to manage its own affairs? Why should the government be authorized by parliament to interfere with the government and admin-istration of any of the provinces of Canada? If those governments are not competent to transact their own business in the interest of their people, then the people of those provinces have the privilege of dealing with them just as the people of Canada have the privilege of dealing with us.

I will not add anything to what my hon, friend from St. John has said as to the propriety of respecting the rights of the various provinces. It is not necessary to add anything to emphasize the objection which I urge to this Bill, that it subjects parliament to the doctrine that it is right and proper for the government of the Dominion to interfere with the management of provincial affairs, an interference that is absolutely opposed to the very foundation principle of the constitution of this coun-try, and is derogatory in my estimation, to the dignity of the provincial parliaments and of the provinces that they represent.

Mr. BURRELL. I do not wish to take up time, but I would like to make one or two remarks in reply to my hon. friend from St. John (Mr. Pugsley), and my hon. friend from Edmonton (Mr. Oliver). It seems extraordinary that when this government is desirous, and shows its desire, to help agriculture throughout the country, to devise some way in which it can be done to meet the wishes of the various parts of the country, there should be so much cri-My hon. friend from Edmonton ticism. (Mr. Oliver) states that this is somewhat of an interference with the provinces, and asks why each province is not capable and competent to manage its own expenditures on agriculture. It is precisely because we want to work upon such lines in the future as will not make for interference but will allow the provincial governments and the federal governments to act freely in their respective spheres. I stated in introducing

this Bill that we proposed this as an interim measure until we should have an opportunity to examine the whole subject, with the idea of warking without the duplication of efforts which now goes on. I could give many instances in which we are doing work that they might better do and they are doing work that we might better do, of overlapping and of conflict of jurisdiction. Until we find out by thor-ough examination what the provinces want to do and should do and what we want to do and should do, this measure has been brought down; because it was felt that this parliament should at least give some grant now to enable the provinces to spend more on agriculture. But my hon, friends oppo-site seem to be frightened that this money is going to be put to some base purpose. There is absolutely no desire on the part of the government or myself as Minister of Agriculture to devote it to anything but the promotion of the best interests of agriculture in the various provinces.

My hon. friend from St. John called my attention, and, if he will allow me, I will say called attention in his usual ingenious way, to something that was said in the last discussion of this Bill. Of course, he is a master of English, but I think he is a little twisted here. Here is the quotation from 'Hansard':

Mr. PUGSLEY. Well, why should that not be provided in the Bill? Mr. BURRELL. I do not see why.

I did not add the word 'not.' I do not, remember exactly the form of words I used, but clearly what is intended there is, 'I do not see why it should be provided in the Bill.' My hon. friend has overstepped himself in his ingenuity.

Mr. PUGSLEY. I think my hon. friend (Mr. Burrell) is the ingenious one.

Mr. BURRELL. The hon. gentleman is remarkably clever in his use of English but he has gone too far in this case. I do not recall my exact words, but what I said was that I do not see why it should be included in the Bill. I am perfectly will-ing that the amounts should be divided as outlined when the supplementary vote is brought down. I have only to repeat, what my hon. friends opposite still do not seem to understand, this is not devised as a permanent policy; I specifically stated in asking leave to introduce the Bill that we do not necessarily endorse the principle of a cash subsidy to the province as a per-manent policy for agriculture, but that we intended to help in some stronger way than in the past and that when we found the right lines on which to work we would consider the subject more comprehensively and intelligently than we could now. should be loath to think that hon. gentlemen would throw any difficulty in the way

of the government assisting agriculture a little more liberally than in the past.

Amendment (Mr. Pugsley) negatived, on division.

Motion agreed to, and Bill read the third time and passed.

#### YUKON ACT AMENDMENT.

House went again into committee on Bill (No. 123) to amend the Yukon Act.-Mr. Doherty.

On section 4-Court of Appeal.

Mr. LEMIEUX. The hon. Minister of Justice (Mr. Doherty) was not here yesterday when this Bill was under consideration. I made the suggestion then that he should consider the appointment of Mr. Justice Dugas to the proposed new judgeship in the province of Quebec. The hon. minister knows Mr. Justice Dugas better than I do, because he practised at the bar at the same time as Mr. Dugas did, practically before I was born. As I stated yesterday, Mr. Dugas was prominent at the bar in our province, he has been a judge in that province, and for many years has been the head of the judiciary of the Yukon greatly to the satisfaction of litigants there. He is now relieved of his duties in the Yukon and will be in receipt of an allowance of \$5,000 a year, which is equal to the salary of a Superior Court judge in the rural section of the province of Quebec. If the health of Mr. Dugas permits, could not my hon. friend (Mr. Doherty) inquire if Mr. Dugas will accept the seat in the new judicial district to be created? This arrangement, if the health of Mr. Dugas permits it to be carried out, will mean a saving to the Dominion Exchequer of \$5,000 a year. I do not know if Mr. Justice Craig belongs to the bar of the province of Ontario, but if so I make the same suggestion in his case. He might very well be appointed to one of the positions to be created in the High Court of Ontario. T merely throw out the suggestion to my hon. friend, in order to make a saving on the proposed expenditure. I understood the hon. gentleman to say the other day that he would inquire whether the two judges Mr. Justice Craig and Mr. Justice Dugas, were fit to exercise their talents in other parts of the Dominion. The case of Mr. Justice Dugas is in point. There is a new judgeship to be created not far from Ot-tawa, in the province of Quebec, in the district of Montcalm. I understand Mr. Justice Dugas' family comes from that district, where he is well known and highly respected. Why should not his services be utilized immediately, and prevent people from criticising the fact that two judges, in spite of themselves, are being paid a many years, and he has been seeking to Mr. BURRELL.

large income for their lifetime because it happens that there is no work for them to do in the Yukon district?. Of course, I make this suggestion assuming that Mr. Justice Dugas is in good health; if he were not, I would say that he is entitled to his pension.

Mr. DOHERTY. I must point out to the hon. gentleman that these two judges are at perfect liberty to determine whether they will accept an appointment of that kind or not. These gentlemen are in a posi-tion to say: 'We will remain in the Yukon and draw our \$10,000 a year for all our lives.' But I understand they are willing to accept the terms flaid down in this Bill and to retire on those conditions. If the conditions were so altered as not to be acceptable to them, we have no means of compelling them to retire, and the result would be that if we imposed conditions unacceptable to them, in our endeavour to save \$5,000 a year, we might be compelled to go on paying \$10,000 a year.

Mr. GRAHAM. Has my hon. friend any amendment to make to the original Bill? I ask this, because there has been some discussion among the friends of some of those judges in reference, I think, to their returning to the bench, or in connection with the amount they receive, and I was informed that the minister was going to make an amendment to meet those views. If that is the case, I have nothing to say.

One of the learned Mr. DOHERTY. judges about to retire seemed to entertain some doubt, since the Bill was drafted, whether providing for an annuity of \$5,000 whether providing for an annuity of \$5,000 a year meant a life annuity. I thought it did, but I said I would ask the House to amend this Bill by calling this a life annuity. Another thing suggested is that the obligation imposed upon these judges, in the event of their being recalled to service or their being recalled to service or their being re-appointed, to accept such re-appointment and failing their doing so to forfeit their annuity, might be used in conditions where either one of them would be physically incapable of accepting re-appointment. I confess that it did not strike me there was any danger that any government would want to adhere to the strict letter of the law to that extent. But I propose to amend the section so as to provide that the forfeiture will only be incurred on the refusal of the gentleman to accept re-appointment, he being in a fit physical condition.

Mr. THOMPSON (Yukon). I may say in reply to the remarks of the hon. member for Rouville (Mr. Lemieux) that Judge Dugas' health is in anything but a satis-

recover his health in many of the health resorts of this continent, and also in those of Europe. At the present time I think he is in Florence, from which place I had a letter from him the other day informing me that his health was improved, but he was still far from well. I question whether Judge Dugas' health would permit him to accept a position in any part of Canada at the present time. I have great pleasure in testifying to the high character of the judicial work done by these gentlemen in that north land. They have been judges there for a number of years. In the early history of that territory each of these gentlemen did a very large amount of work, and did it with eminent satisfaction to the people of that country. I regret very much that circumstances make it necessary to retire these two gentlemen from the bench.

Sir WILFRID LAURIER. I wish to call the attention of the Minister of Justice to the fact that in one of the previous clauses he has substituted the Court of Appeal of the province of British Columbia to the Supreme Court of Canada. But in case of a criminal appeal he proposes to pass over the appeal court of British Columbia and come direct to the Supreme Court of Canada.

Mr. DOHERTY. I had the advantage of reading what the hon. gentleman said yesterday in that connection. Looking into it, I find that the reason why the provision came to be enacted in this way was that the gentleman who drafted the Bill went back to the law as it stood before there were three judges, and at that time the provision was for an appeal in criminal matters direct to the Supreme Court of Canada. It was further considered, in ad-hering to that position, instead of allow-ing the appeal in criminal matters as it is provided in civil matters, to the Court of Appeal of British Columbia, that the cases in which there would be appeals are cases in which there would be appears are exceedingly rare and usually of great im-portance, and that the probable result would be that if they went to the Court of Appeal of British Columbia that would be followed by an appeal to the Supreme Court for Canada, bringing the parties twice outside the territory itself. However, upon reflection it does seem to me that perhaps it would be better to allow this appeal in criminal matters to the Court of Appeal in British Columbia, as I understand the right hon. gentleman suggested. The appeal in civil matters being to that court, it is perhaps. more regular that we should treat that court for all purposes as the court of appeal for the Yukon territory, and I am disposed to amend the section so as to meet that suggestion.

Sir WILFRID LAURIER. I speak with some diffidence upon this subject, my hom. friend from the Yukon (Mr. Thompson) knows better than I do. But it does seem to me that when the distance from British Columbia to Ottawa is so great, it would be preferable that all matters of this kind should first go to the Court of Appeal of British Columbia, and then if there is no dissenting judge on the bench, there should be no appeal, but if there is a dissenting judge, then there might be an appeal to the Supreme Court.

Mr. THOMPSON (Yukon). I think the suggestion a very good one. Before the erection of the court by the late govern-ment appeals lay direct from the Yukon to the Supreme Court of British Columbia. Judge Dugas was the only judge in the Judge Dugas was the only judge the Yukon at that time. After Judge Craig and Judge McAulay were appointed, we had an appeal to the three judges sitting en banc in the territory, and appeals lay from that court en banc direct to the Supreme Court of Canada. I think it would be in the interest of the Territories to have an appeal direct to the Supreme Court of British Columbia, both in civil and criminal cases.

Mr. DOHERTY. I beg to move that section 4 be amended by substituting the words 'Court of Appeal of British Columbia' for the words 'Supreme Court of Canada' in the 6th and 7th lines.

Amendment agreed to.

Mr. DOHERTY. My attention has been called to the fact that the court being left under this Bill with but one judge, serious inconvenience might arise if that judge were temporarily ill or absent or in other way prevented from performing his duties. I propose to move to amend the Bill by adding clauses providing for the appoint-ment of a deputy judge in case of neces-

I therefore beg to move to add as sec-tions 6, 7, 8 and 9, the following:

6. In case of the illness of the judge of the court, or if the judge be absent, the Governor court, or if the judge be absent, the Governor in Council may specially appoint any barrister or advocate of at least ten years' standing to discharge the duties of the judge during his illness or absence, and the person so appointed shall, during the period aforesaid. have all the powers incident to the office of the judge of the court. 7. If the judge of the court. (a) Is interested in any cause or matter, or is qualified by kinship to any party or

(b) has been professionally engaged in any cause or matter, as counsel or solicitor for any office of judge, and considers himself thereby incapacitated from sitting or adjudicating therein.

The Governor in Council may, upon the written application of the judge, setting out

such impediment, appoint any other person having the qualifications hereinbefore men-tioned to act as judge 'pro hac vice' in re-lation to any such cause or matter. 8. Every such temporary judge, or judge 'pro hac vice' shall be sworn to the faith-ful performance of the duties of his office. 9. Any index temporarily appointed to dis-

9. Any judge temporarily appointed to dis-charge the duties of the judge may, notwith-standing the expiry of the term of his ap-pointment, or the happening of any event upon which his appointment terminates, proceed with and conclude the trial or hearing at that time actually pending before him of any cause, matter or proceeding, and pro-nounce judgment therein, and may likewise proneunce indemant in command the nounce judgment therein, and may inconse pronounce judgment in any cause; matter or proceeding previously heard by him and then under consideration or reserved; and any such trial, hearing or judgment shall have the same validity and effect as if heard or pronounced during the said term or pre-viouely to the happening of the said term. viously to the happening of the said event.

These provisions are practically the provisions made for a like case with regard to the Exchequer Court.

Mr. WILSON (Laval). No provision is made for the payment of the deputy judge. No provision is In Montreal every summer we have deputy recorders acting and the rate of payment is quite well established.

Mr. DOHERTY. I understand that generally where temporary judges are appointed, there is no specific provision of a salary. Of course the proper rate of payment would depend on the length of time for which the judge's services are re-quired and on the nature of the causes to be heard.

Amendments agreed to.

Mr. DOHERTY. I would also move to amend section 1 by inserting in line 18 after the words 'so appointed' the words 'not being at the time incapacitated by illness or infirmity."

Bill reported as amended, read the third time, and passed.

## SUPPLY-INTERCOLONIAL RAILWAY.

Mr. WHITE (Leeds), moved that the House go into Committee of Supply.

Mr. EMMERSON. I have a statement to make which I cannot furnish before one o'clock. May we call it one o'clock?

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. EMMERSON. Mr. Speaker, when the House the other day was moved into Committee of Supply to take into consider-ation the estimates of the Department of ation the estimates of the Department of so far as I am in a position to gather, the Railways and Canals, the usual course of present leader of the government favours.

Mr. DOHERTY.

making a statement by the minister was not followed. Of course, parliamentary practice is determined by usage, and for very many years-in fact, I think from the very inception of the Department of Railways and Canals, as a separate department -it has been the practice of the minister for the time being to make a statement as to the affairs of the department. This was done by Sir Charles Tupper, by Mr. Haggart, by Mr. Blair, by myself when I had the honour of presiding over this department, and by the predecessor of the present hon. Minister of Railways. circumstances of the Department of Railways and Canals are peculiar, as compared with those of other departments. For one thing, the estimates are peculiar in charac-ter. They, of course, deal with special items, which can be, and are explained in committee; but they also deal with the operation of the Intercolonial railway and its revenues and expenditures. Each year we vote the whole of the revenues derived from the government system of railways, including both the Intercolonial railway and the Prince Edward Island railway. The amount to be voted this year in connection with the Intercolonial railway is some \$10,000,000. This amount does not appear itemized, and therefore it is, I think, due to the House that the minister should explain the policy of the department in regard to the expenditure of those revenues. I have no desire at this moment to anticipate or to criticise, but I think the minister would find it much more easy for him, as it would be for the members of the House, if he would make a general statement with respect to the operation of the railway and his plans and policy for the ensuing year. There are matters connected with this department concerning which this House and the country seek enlight-ment. While the Intercolonial railway has been operated ever since 1875, I think its mileage has very largely increased, ad-ditional connections have been made with other roads, and in many other ways changes have been going on steadily from year to year. My hon. friend the Minister of Railways is, I am sure, not unaware of the fact, that the question of the branch lines connecting with the Intercolonial has been a live question for many years. This is not a party question, but is one in which all the people of Canada are interested. There has been legislation in regard to the branch lines proposals. There was legis-lation in 1910, there was legislation com-menced in 1911, and we had under the previous government, a declaration of policy with respect to the matter, a policy which,

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He was, as was evidenced by his utterances in the country and in this parliament, in favour of the absorption by the government system of railways of the branch lines connecting with the trunk line. This was an issue in the last general elections, and an issue upon which both parties apparently were agreed. Now, this government has been in power since October last, and I would think that my hon. friend would be in a position to map out to the House what action he proposes, and how soon definite action is likely to be taken, on this question. I am speaking for myself; I am not attempting to speak for anybody else. T have for many years supported the policy which I have outlined with reference to the branch lines, and have time and again brought it to the notice of parliament. Therefore, I take a deep individual interest in that proposition. Allied with that, is the question of the operation of the rail-We all take for granted that it is way. the policy of this government to continue the government operation of the railway. There have been differences of opinion in the past as to the manner of that opera-tion, and the method of management. A few years ago, during the régime of my hon. friend from South Renfrew (Mr. Graham) the method of management was changed. Up to that time, from the inception of the railway, it had been managed by a single manager, with the minister responsible to parliament. My hon. friend from South Renfrew proposed a change to a board of management, consisting first of four members and later of five members, a change to which I was strongly opposed. I gave expression to my views at the time. I did not think it would work in the interest of either the Intercolonial railway or the country, and in my judgment, experience has confirmed that opinion. During the recent campaign, particularly in the province of New Brunswick, the question of the operation of the railway was an issue. In my own constituency the gentleman who was the candidate of the Conservative party held strong views on the subject, and stated unqualifiedly that if a Conservative government came into power the board of management would be abolished and the old system of a general manager would be returned to. I will state briefly the objections which I take to the present system, and my reasons for those objections. First one general manager, with decision of character, could more properly administer a great work like the Intercolonial railway than could a board of management consisting of four or five or any number of members, for the reason that under such a

body there is a division of responsibility, and an absence of a sense of responsibility.

I think that in actual practice there have been divisions of opinion, there have been delays, and the results have not been conducive to the best interests of the Intercolonial. But the exponents of the political faith which is now repre-sented in this House by the government, during the campaign, made promises to the people and pledged themselves to a resumption of the old method and the abolition of the Board of Management. The views which I hold are not party political; they are individual, and they are shared in by people of both shades of political of political thought and opinion, in the eastern provinces at least. I think that the time has come when we should know from the minister the course which he proposes to take in connection with that matter. It is all very well to say this matter is under consideration, but when there were declarations made throughout the country, and when the matter has been so much in the public mind, it seems to me it is due to the people of eastern Canada that some light should be thrown upon the course that the government is likely to pursue in this connection. I put upon the order paper, some time ago, some questions asking the minister as to what decision had been reached in connection with this matter. I do not recall whether the minister stated that the matter was even under consideration, but if I remember correctly he stated that no action had then been taken. As an evi-dence of the universal idea that prevails in the maritime provinces with respect to the present management of the railway, I will call the minister's attention to an article which appears in a newspaper published in the town of Truro, N.S., in the constituency represented by my hon. friend (Mr. Stanfield) who holds the responsible position of whip of the Conservative party. That newspaper is known as the Truro 'Citizen.' Gossip has it that the member for Colchester is very largely interested in the Truro 'Citizen,' and therefore, the views expressed by it should certainly have some weight with the pre-sent Minister of Railways, and I am sure that they are not uninteresting to the that they are not uninteresting to the hon, member for Colchester himself. In the issue of the Truro 'Citizen' of March 2 there appears an article which reads as follows:

And Messrs. Brady, Tiffin, et al. still reign supreme, despite the fact that the people's road is bled dry to run up a surplus, while the rolling stock and motive power is dwindling to a mere nothing.

ling to a mere nothing. And now along the wire comes another 'holler' from these grand stand actors, selfadvertisers and self-boosters.

Here it is:

## INTERCOLONIAL HAS HAD RECORD WINTER.

Montreal, Feb. 26.— 'We are above the high-water mark in everything,' said Mr. E. Tiffin, of the Intercolonial Board of Control, which has been holding sessions here. 'The winter has been a record one for both passengers and freight business.

High water mark?

Why sure. But how?

By starving the road through their cheese paring methods.

By neglecting the roadbed and making it unsafe for travel.

By neglecting necessary repairs to motive power, which is at present in a terribly crippled condition.

By utilizing all their power on Sundays to move freight by means of freight, passenger or any other kind of locomotives available.

By raising passenger rates. By raising freight rates.

By dismissing hundreds of employees from the service, some of whom have had forty years' service to their credit.

Dismissing widows and robbing them of their monthly wage of \$15 or thereabouts and depriving them of their only means of livelihood.

Raised the price of meals to their porters.

Fired their employees for triffing offences.

Caused the removal of semaphores used at stations for the protection of valuable lives and property.

By the removal of telegraph agents at various points in an endeavour to save a penny

by losing a pound and valuable lives besides. How much longer will the people stand for these high-handed, frenzied finance members of the Railway Board?

On the morning of October 31, 1911, an employee of the Intercolonial railway, Mr. Frank Millanson, was killed and cremated in a rear-end collision at Sackville. Read what the twelve good men and true

said of this:

We must strongly condemn the practice of operating trains between Dorchester and Sackville by the present signal system, which by reason of the numerous heavy grades and sharp curves between those two stations is ex-

tremely hazardous and wholly unnecessary. 'We believe the former system, recently discarded, of written clearances, to be the only proper method of operating between the said points with safety to the public and employees.

We recommend, therefore, that the tele-graph office at Evans' Siding be reopened at once and that day and night operators be

again installed at that point. We feel that the principle of closing Evans' station and other stations of minor importance for the saving of the wages of a few operators is not consistent with the public safety of life and property.

Should these officials who play with human life, escape unpunished, while poor employees bear the brunt of shame for minor offences? And the sooner the better

If there was one contributing factor for the success of the Conservative party in the elec-

Mr. EMMERSON.

tion of September 21, 1911, more than any other, it was the managing board of the In-

tercolonial railway. Yet the hon, the Minister of Railways for this Dominion tolerates a grievance to con-tinue to exist and which is daily forcing scores of men to line up on the opposite side

of the Tory fence. The Intercolonial railway is the people's road and the days of 'Czardom' are long past and gone, even if the Czars still remain.

But the place for them is not at the head of the Intercolonial railway. Why search the Canadian Pacific railway

for capable men?

The Intercolonial railway is just as good a road.

The Intercolonial railway has produced a Pottinger

And it has others and it still has Pottinger. Besides there are such men as J. T. Halli-sey, M. M. McLearn, J. R. Fisher, J. J. Daley and many others.

These men have had a long experience on

the Intercolonial railway and who will stand for the highest standard of efficiency and high with the public and the employees. The Minister of Railways may well take

this question into his serious consideration.

Now, Mr. Speaker, these expressions do not in any sense emanate from me, nor are they in any sense naturally inspired by me, but it is a fair expression, as my hon. friend from Colchester can testify and confirm, of the opinion which is held in eastern Canada with respect to the present management of the Intercolonial. During the time that I had the honour and responsibility of directing the affairs of the Intercolonial, I succeeded, after a period, in making both ends meet and having a surplus, but it was not done by in any sense robbing or impoverishing either the roadbed or the rolling stock of that railway. They were maintained up to the standard, and it was found possible to do all that and operate the road with a surplus.

It is a question which has been much discussed in this parliament, whether the Intercolonial railway should be a revenue-producer for Canada or not. Those who favour the idea that the road should be run simply as a revenue-producer forget the conditions under which the railway was built; they forget the character of its location, and the cause that induced that loca-tion by the northern route. They forget. that military and political, rather than commercial, exigencies prevailed in deciding the location of that railway. The result has been that while the railway has done immense good, while it has cemented the provinces together in a way that no other agency could have done, it has not been a revenue-producer. How could it be a revenue-producer when the object was to divert the traffic which then prevailed between the New England states and the

maritime provinces, and make it an interchange as between Ontario and Quebec on the one side and the maritime provinces on the other? In that effort the people of the maritime provinces, and of Ontario and Quebec as well have enjoyed the benefit of low rates. It is easy to see that if you had the traffic at the rates which have prevailed upon the Grand Trunk railway and the Canadian Pacific railway, the Intercolonial railway, instead of showing deficits would have shown surpluses every year, and the surpluses during recent years would have been so large that there would have been no question whatever as to the interest on the expenditure. Those who hold that the Intercolonial railway should be made a surplus-producer, a revenue-earner for the Dominion forget also the conditions which prevail in Canada with respect to the canal system and other great systems of trans-portation. We have about \$90,000,000 of the money of the people of Canada invested in the canals, about an equal sum to that invested in the Intercolonial railway. The Canadian Pacific railway has also cost the people of Canada immense sums. I know that the estimates as to this cost differ, and that the conclusion you reach depends upon the value placed upon certain properties that were handed over to the Canadian Pacific Railway Company. But the Cana-dian Pacific railway has cost the people of Canada at least \$220,000,000, and yet the people of Canada do not own a spike in that great railway system. But the \$90,-000 000 that the Intraclopiel has cost is 000,000 that the Intercolonial has cost is an investment of the people of Canada, and that railway is the biggest and best asset Canada to-day that The possesses. canals also are the property of the There is the difference—while money has been spent in people. so much money has been spent in the Canadian Pacific railway, that pro-perty is owned by shareholders, many of them foreigners and non-residents who have no interest in Canada except in the dividends they get out of their investment and who naturally favour the imposition of rates as high as they can exact from those who patronize that railway.

Now, it becomes a matter of deep interest what the minister proposes to do in connection with the operation of the Intercolonial railway, and I think we are entitled to a declaration from him as to the course he will pursue. Especially we are entitled to a declaration with respect to the branchlines. I notice by the order paper that it is proposed to take out of the consolidated revenue fund some \$35,000,000 in aid of the construction of railways to be owned and operated by private corporations. Canada can expend millions on the Hudson Bay railway; Canada can take into consideration the deepening and enlarging of the Welland canal; Canada can take into consi-

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deration the construction of the Georgian Bay canal. These prospects do not frighten members of this House or the people of this country. But when you talk about the extension of the Intercolonial railway by the absorption of branch lines, when you talk of improving the facilities of the Intercolonial railway, then there is a murmur of alarm about expenditure. My hon. friend (Mr. Cochrane) has in contemplation, judging by his statements in this House, the connecting of the Intercolonial and the Prince Edward Island railway by means of a car-ferry service. I assume that in that connection he will necessarily absorb branch lines of railways, one branch at least if not more, in order to complete that connection. I approve of the course he pro-poses to take in that matter. Let him not be alarmed as to the expenditure. The people of eastern Canada, and, I am sure, the people of western Canada, will not be alarmed. The only expressions of alarm that may be heard will be within the walls of this chamber, for I am confident that the people of Ontario or the people of the west will not oppose such expenditure. These people are interested just as much as are the people of Prince Edward Island and of the maritime provinces, because they desire a market for their manufactured products. They desire to expand their trade with the fishermen and lumbermen of eastern Canada who desire to furnish to the manufacturers of Canada the best market they can find. Therefore, it would be to the advantage and benefit of the west as well as the east. Therefore, it seems to me we are entitled to a declaration from the minister much more complete than any he has heretofore given with respect to the proposition to establish a car ferry service, the extent of that service, and the time when it is to be put into execution. These are fair questions, and I am sure the people are waiting a declaration from the minister in that regard.

Then there are other rumours which we constantly see in the press respecting the future of the Intercolonial railway. I observe in one or more newspapers recently that it is contemplated to have steamship service between Canadian ports connecting with the Intercolonial railway and ports in Great Britain. I know not what truth there is in those rumours. But the reasons given for that action are apparently good reasons. It is said that by the establishment of such a service there would be diverted to the government system of railways a traffic of which it has heretofore been deprived by the private corporations. The Canadian Pacific railway has its line of steamships, the Allan Line works in cooperation with the Canadian Pacific railway, and to a small extent with the Intercolonial railway. Naturally, by reason of

its business interests, the Canadian Pacific railway has diverted from the Intercolonial railway the traffic which should naturally go over the Intercolonial railway; it has diverted to its own profit and advantage the traffic that goes west by the Canadian Pacific railway. Therefore, I can well un-derstand that my hon. friend and his officials might justifiably consider the ques-tion of enlarging the revenues of the Intercolonial railway. There are questions looming up, they have loomed large in the past, and they are looming larger as the days go by, with respect to the advantages that are to be given in the way of running rights to the Canadian Pacific railway, the Canadian Northern railway and the Grand Trunk Pacific over the rails of the Intercolonial railway. Now that proposition has been before parliament often in the past, it has been discussed by the Department of Railways and railway corporations in the past, and it is a problem that must be solved. I am sure my hon. friend must have some views, some intentions, with regard to the course he is likely to take in connection with granting running rights over the rails of the Intercolonial railway, over the rais of the Interest and particularly between St. John, Halifax and the Sydneys, and between Moncton, St. John, Halifax and the Sydneys. Now John, Halifax and the Sydneys. speaking for myself, I have always been in favour of granting to the Canadian Pacific railway running rights for its through traffic over the rails of the Intercolonial railway upon terms. But the proposition must be confined to the through traffic. The railway corporations are not content with that, they want not only the privilege of running their trains over the rails of the Intercolonial railway to carry through traffic, but they want also to get the local traffic between stations. I am not going to condemn them for that. There is no more easy and cheap method for them to secure the Intercolonial railway, to secure the investment which the government of Canada has made in the Intercolonial railway, than by this very method. They could easily and without notice to the public ac-quire the Intercolonial without investing a dollar of capital. For every train that would be running over the rails of the Intercolonial railway by any private corpor-ation, there would be removed from that railway the operation of a government train and the Intercolonial railway trains proper, and the result would be that within two years there would not be in operation on the rails of the Intercolonial railway a single Intercolonial railway train operated by the government of Canada. Therefore, these railway corporations would secure at one stroke the benefit of all the millions that have been expended by the millions that have been expended by the government of Canada in the construc-tion and betterment of the Intercolonial a board of management the sense of re-

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railway and its terminals, without being called upon in any way to contribute to-ward that expenditure. The working up of the business of the Intercolonial railway has taken many years, it has required the expenditure of large sums of money to es-tablish its terminals its facilities and tablish its terminals, its facilities and methods of accommodation at different points on its line. This has entailed a large expenditure, and yet by this method of securing the control of the local traffic by these private railway corporations, they would get all the betterment which the country has created by this expenditure. The building up of a business, whether it is a railway, a manufactory or any other business, entails years of preparations; it certainly entails large expenditures which do not at the moment show any appreciable result, and which, by reason of accretion and accummulation, result in creating an asset the value of which is sometimes in-calculable. Outside the road-bed of the Intercolonial railway, outside its terminals, outside its stations and all the facilities afforded for traffic along its line, outside its rolling stock, the business and sphere of influence is an asset the value of which I would not attempt to calculate, but which is of great advantage to the people of Can-ada. Now to hand this over at one stroke to private corporations would be criminal. It would be breaking faith with the peo-ple of eastern Canada, to my mind it would be a breach and a violation of the pact of confederation. If that railway had not been agreed upon by the delegates representing the four original provinces of the confederation, if it had not been determined that such a railway would be built, the maritime provinces would never have entered the threshold of this Dominion, and this Dominion would never have been cre-ated with the assistance of the maritime provinces. Therefore, it would be criminal on the part of any government or any parliament or any coterie of men to endeavour to thwart the expectations of the people in respect to that confederation or to violate even in the slightest degree the compact

entered into by those four provinces. But I would point out to the minister that it would be in the best interests of that railway to have one general manager rather than a managing board. I did not approve of the creation of the board. It is not a commission, as many people suppose, the railway is not vested in that board of management. They are simply managers, five men as a managing board to control and operate the Intercolonial railway. The Minister of Railways and the department, and the government back of them, are responsible for that management,

sponsibility is lessened. If you had one man capable, efficient and qualified to hold the position of manager and to administer the railway you would minimize delay, and have decision of action. I know as a fact that during the last two or three years, owing to differences of opinion among the board, expenditures were not made when they should have been, and thousands of dollars have been lost owing to these de-lays. I am not seeking to in any way embarrass the minister, I am simply representing the views of many students of public affairs and of the people of the maritime provinces generally with the hope that the minister will consider these matters and take action towards remedying the grievances which exist in connection with the railway. I have nothing against the personnel of the management, I am speaking in an impersonal way and it is simply a question as to the administration of a railway by a board as contra-distinguished from the management of a railway by an administrator who would be responsible and feel keenly the responsibility of such a position. There would then be no division of responsibility, and no effort to evade individual responsibility and to shoulder it upon others. With a commission such as they have in Australia, the administration would be entirely removed from the department, and from the government, and the commission would be directly responsible to the parliament of Canada for the results produced. The minister should immediately take the people into his confidence as to the view which he holds in this regard.

There is a proposition to expend \$10,000,-000 in the operation of the Intercolonial railway during the year ending March 31, 1913. My hon. friend must have in his mind certain improvements. There cannot be stagnation in connection with the Intercolonial railway any more than in con-nection with any other business, each year brings new responsibilities and new conditions and if that railway is to advance improvements must be constantly made. The minister must have consulted with his officials, and have determined upon at least some of these imporvements. I see a newspaper rumour that it is proposed to introduce the system of having special men other than the conductors to collect the tickets on the trains. I do not as a rule attach much importance to these newspaper rumours, but many people do, and therefore, it is all the more necessary that, with respect to all these matters, he should disclose his intentions. He has stated that the surplus during the past year will be about \$700,000, and that during the preceding year it was some hundreds of thousands.

I know that under the operation of his predecessors in office under the management of the board they rolled up a surplus of \$600,000 or \$700,000, but I hold that this was done at the expense of the roadway, motive power and rolling stock. That is being done to-day, and, if the present methods are pursued, that will be the result in the coming year. No one can travel on the Intercolonial railway to-day without realizing that there is a deterioration in the character of the service, as com. pared with the service of some few years ago. My hon. friend the minister (Mr. Cochrane), has admitted his want of knowledge, his ignorance with respect to the conditions which prevail on the Intercolonial railway.

The minister cannot be supposed to know all about the Intercolonial railway, and I commend his candour for making the statement he does, but if he goes to any divis-ional point on the Intercolonial railway to-day, and especially at Moncton, he will find miles of disabled and disused cars. The cry goes up from the people in all parts of the country who have business relations with the Intercolonial railway, that they cannot get cars to enable them to carry on their business, and the answer is made, we cannot give you cars because we have sent them into American territory and they are holding them there. There is something in that excuse, but that must be taken into account, and whatever the difficulty cars should be supplied to the customers of the railway. We know well that on this continent when a car is shipped to a foreign road that road can utilize that car by paying demurrage and so, if there is a shortage of cars, that car may be transferred from road to road and not until after a long lapse of time does it get back to its own line. This condition is intensified by the fact that Canada is not exporting to the United States other than commodities of large bulk. It is the policy of the present government and it has, perhaps, been too much the policy of all preceding governments to curtail trade with the United States. But, we have to buy from the United States. We have to buy the anthracite coal, a great portion of which is transported by rail; we have to buy from the United States our raw cotton, and much of the raw material that is used in our manufacturing industries, but that is so infinitesimal as compared with what we are obliged to send to them, that the traffic does not even up and the railway that gets one of our cars cannot send it back loaded, the result being that if they need cars for their local traffic they utilize our cars and pay the per diem demur-rage. The remedy for that is, of course to

get more cars. How has the surplus on the Intercolonial railway been created in a large measure? It has been created by withholding the necessary expenditure for the repairs of rolling stock of every class and character, by not repairing cars which daily become disabled on the railway, and by not repairing old locomotives or build-ing new ones. I have said that there are miles of cars within sight of the workshops of Moncton that are not being re-paired, that are rusting, and that are simply occupying space, without being of any use whatever. There is not a man on the Intercolonial railway who would not have to admit that, but many of them dare not. And with this condition of things in respect to the rolling stock, shippers of hay and potatoes and other commodities are not able to get the facilities to enable them to market their products. All over Canada there are complaints about this, and yet no remedy is provided. And why? Because the managing board are instructed to have a surplus, because the managing board want to show to their individual credit a balance on the right side to the detriment of the business in-terests of the country, and in my judg-ment to the detriment of the Intercolonial railway itself. We spent large sums of money on the workshops at Moncton and we made provision for the construction of new locomotives, but, for the last four years, not a blow has been struck in connection with the construction of locomotives, even those that should be constructed out of current revenue. The minister will find that there are some seventeen or eighteen fewer locomotives on the Inter-colonial railway to-day than he had a year ago. They are not replenishing their motive power, and the great cry is that even if they have cars they have not motive power to move them. The pas-senger train engines are obliged to haul freight on Sundays, doing violence to the conscience of the Lord's Day Alliance peo-ple and, at the same time, doing injustice to the motive power of the railway. Locomotives require rest just as individuals do. Railway experts will tell the minister that it is poor economy, indeed it is false economy, to utilize the locomotives day in and day out without giving them a period of inoperation. Within the last year I have known a whole train of cars to lie loaded at a station, unable to be moved by reason of the fact that there was not motive power. If my hon, friend glories in his surplus this year, and anticipates a surplus next year, he should tell us how he intends to realize his anticipa-tions. He should be able to tell the House whether he would have a surplus or not if he expended the money he should ex-pend in connection with the repairs of his disabled rolling stock.. I am not

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speaking extravagantly and I have no desire to do so. It may be said that I am in some way reflecting upon the administration of the railway during the last three or four years, or since the managing board was established, but I think my hon. friend (Mr. Graham) can stand the criticism.

### Mr. GRAHAM. Oh, certainly.

Mr. EMMERSON. I am speaking of the conditions which prevail and I am dealing with these conditions regardless of where the chips may fall. The point is that if there is to be a continuance of that method of managing the road and of rolling up a surplus at whatever cost, then there will be a continuance of the very disastrous results which are quite apparent to-day. I think there were sixteen pits constructed in connection with the repairs of locomotives at Moncton, and when the shops were built it was the declared policy of the department that all repairs could be made there more economically because of the added facilities for doing so, and that in addition to making repairs there would be constructed in the shops at Moncton all new locomotives that were to be built out of current revenue account.

It was also proposed that all new cars of whatever class or description that had to be constructed to replace those that had gone out of use, by long usage or by accident, should be built in those shops and should be paid for out of revenue account. Provision was made for doing this. What would have been the justification of making the expenditures on these large works and this improved machinery if we were not to utilize them? They have been idle too long, and to-day they are idle. My hon. friend, I have no doubt, will get re-ports to the effect that there are no more cars than usual. If he looks at his re-turns, he will find that he has 462 cars less of a certain class out of commission to-day, gone out of commission apparently within a year, which should have been re-paired as they were shown to be worn out or disabled. But they are projected But they are projected forward in the future as so many box cars to be replaced. Everything is to be done in the future; nothing is being done now; and if this method of procedure is to be continued, it can only bring disaster to the Intercolonial railway. I sometimes have a suspicion that those who are responsible for the conditions which prevail -and I hold the board of management responsible—are in some way desirous of discrediting the Intercolonial railway in the eyes of the people of Canada, in order that it may be the more easily transferred and alienated by the government of Can-ada to the railway corporations for their

use and benefit. I would almost have a suspicion that there were agencies at work with a view to placing that railway in such a false position before the people of Canada that the people would say: Oh, give us any relief; let us get rid of it, if it is to be operated in that way; if it is to show such results, any alternative is better than the present condition of things. I would hope that there is no one actuated by such a motive, but the result is just as true nevertheless, because it is tending in that direction. Men who believe that the railway should continue to be operated as part of a government system of railways in Canada, are shaken in their faith by rea-son of the methods which prevail in re-gard to the rolling stock and the deteriora-tion of the road-bed. These are matters of serious concern which affect men them of serious concern which affect more than the members of this House. The people of Canada, the people of eastern Canada in particular, who are more familiar with the conditions that prevail, have their eyes turned towards the Minister of Railways and towards the government that is responsible for those conditions. Now, I will not refer to many details to which I might make reference. I am simply bringing the conditions to the notice of the minister, in the hope that he will grapple with them. I believe that a change of the personnel of the managing board would not in any sense improve the conditions, because I believe that such a method of management is bound to fail, and miserably fail. I think that one strong man, clothed with the power and authority that these men collectively have, would bring about very much better re-sults than the continuance of any board. My views may not prevail with the minister; he may not attach much importance to what I am saying; but I want to tell him that the people share these views, that the best railway minds on the Intercolonial railway also share them, and that there must be a remedy. I hope that remedy will be applied in the near future. In the meantime, to recapitulate, I think my hon. friend should take us into his confidence as to what he projects in conto operate a car-ferry service, with respect to the methods of administration on the railway, with respect to the running rights and powers which he contemplates or has under consideration to grant to the several railways which are now seeking such rights from the department over which he pre-To these and many other quessides. and if he will take us into his confidence with respect to them, he will enable us the more easily to consider his estimates.

principles must prevail. He is responsible for the policy to be pursued by the board of management, and I think we are entitled to a statement from him, full, ample and complete, with respect to the whole Intercolonial railway and the policy which he has decided upon or has in mind in relation thereto.

Mr. COCHRANE. Mr. Speaker, I am sorry that the hon. gentleman who has just taken his seat was not present when this matter was discussed pretty fully on the first occasion that I took up my estimates. I stated then that the promises made by the Premier during the late campaign in regard to taking over the branch lines would be carried out.

I do not propose to criticise the board of management, or announce a policy in regard to them. That is a matter I have not been able to take up yet, and I think it would come with very bad taste from me to criticise my predecessor. I have only been in office a few months and have not yet been over the Intercolonial system, except to Halifax and back on a very hurried trip. The board of management may be all that the hon. gentleman says they are, and there may be lots of opportunities to improve that board. It may be that one man only will be better than a board of five members. This is a matter that will have to be taken up and considered on its merits. In reference to the car-ferry all I can say is that I have appointed a gentleman from Queen's College to go down and study the conditions on the spot, and he has been at work for some time. My reason for selecting such a man was that he would have no local bias at all, but would take the question up on its merits and recommend the proper place to locate the ferry, the construction of the best kind of docks and ferries and so forth. The question of running rights has not yet been considered at all. The only corporation that has applied for running rights is the Canadian Pacific railway and their application was in regard to that portion of the Intercolonial between St. John and Halifax. This is a matter that will also receive the attention of the government as soon as the session is over. The hon. gentleman (Mr. Emmerson) also spoke about special conductors. I have put on some special conductors for the collecting of tickets on one section of the railway.

Mr. EMMERSON. Are these officers to be taken from the Audit office as stated in the press?

tions I invite his serious consideration, and if he will take us into his confidence with respect to them, he will enable us the more easily to consider his estimates. We need not ask him so many questions with respect to details, because, after all, to demonstrate its merits. I know that several American roads have adopted this system, and I understand have spoken very favourably of it. As to the surplus, I think when the supplementary estimates come down-

Mr. CARVELL. The surplus will be all gone.

Mr. COCHRANE. There will be a vote in regard to rolling stock. In respect to the condition of the rolling stock I have heard a great deal which corroborates some of the hon. gentleman's statements, but I am not able to speak definitely as to that. However I am having a report made in regard to the rolling stock. A shortage of cars, I am sorry to say, has been experienced on all railways. That matter was brought to the attention of the House about a month ago, the complaint being made at that time of the Canadian Pacific railway. It was said that people living between here and Pembroke could not get cars to ship their hay, I took the matter up with the Canadian Pacific railway at the time and they informed me that they had over 15,000 cars in the United States and it was impossible to get them back. I am informed that the railways there are suffering from greater congestion than the railways in Canada and they are really having a desperate time. There is, I know, a great deal in what was said in reference to not getting the return freights down to the lower provinces over the Intercolonial. A good many shipments have been made from that part of the country to the United States, and the return freights, have been very un-satisfactory. I have insisted on the regular charge for delays in every instance, and I think the result will work out fairly well. I do not think I have anything further to say in reply to the hon. gentleman, other than that it is unfair to ask me to declare a policy when I have only been in office a few months, and have not had the opportunity of going over the whole Intercolonial system and investigating things for myself, as, I propose to do.

### DUTY ON FISHING TWINE.

Mr. J. H. SINCLAIR (Guysborough). I wish for a few moments to get the atten-tion of the Minister of Customs upon a question that is of considerable interest to the fishermen of eastern Nova Scotia. I refer to the duty that is at present charged on certain kinds of twine used in the lob-ster fishery. There has been a general impression throughout the country that twine used in the fisheries is free. It is quite true that there are certain kinds of twine so used that are imported free of duty. There is, however, a kind of twine very suitable for the lobster fishery that is

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taxed at the rate of 25 per cent, and it is in regard to that twine that I wish now to make a few remarks. The twine referred to is known as plain or unbarked marline. In order that I may be understood by the minister, permit me to read the tariff item which permits the free importation of certain kinds of fishing twine. The item in question is 682, which reads as follows:

Fish hooks for deep-sea, or lake fishing, not smaller in size than number 2.0; bank, cod, pollack and mackerel fish lines; and mackerel, herring, salmon, seal, seine, mullet, net and trawl twine in hanks, or coils, barked or not,—in variety of sizes and threads,— including gilling thread in balls, and head ropes for fishing nets; manilla rope, not exropes for using necs; manna rope, not ex-ceeding one and one-half inches in circum-ference, for holding traps in the lobster fishery; barked marline, and net norsels of cotton, hemp or flax; and fishing nets or seines, when used exclusively for the fish-eries not to include hooks, lines or nets, commonly used for sportsmen's purposes— Free.

On the eastern coast of Canada many of the lobster heads or nets forming part of the lobster traps are made from cotton twine. That twine, I understand, is im-ported free for nets, and it is used by the fishermen for use in construct-ing lobster traps. But that is not the case with the plain or unbarked marline which is taxed at the rate of 25 per cent. The matter was referred to early in the session and the Minister of Customs then gave an explanation which I have now before me. His statement is as follows:

Hon. J. D. REID (Minister of Customs). The first I heard of this circular being is-sued was some time in the latter part of sued was some time in the latter part of December, when I received a telegram from an hon. member in the lower provinces ask-ing me whether this circular was issued and if any change had been made. I find on inquiry that it was simply a departmental matter, and came about in this way: In-formation was given to the department that come proceeds were importing manifest twing some people were importing manilla twine and entering it under item 682 under which classification 'barked markine and net norsels classification 'barked marline and net norsels of cotton, hemp or flax' are admitted free for the fisheries. Under item 548, twine and cordage of all kinds n.op. is dutiable at 25 per cent. When the information was brought to the department, the chief of the statistical branch issued the following cir-cular which is on the lines of that which the hon. member (Mr. Maclean, Halifax) has just read: just read:

Department of Customs, Ottawa, 14th December, 1911. Collector of Customs,

der item 682.

Then the minister goes on to say:

The chief statistical officer made a mistake in this circular in using the words 'lobster twine.' And when the fact was drawn to the attention of the department, the following circular was issued to correct that mistake.

And this is the circular referred to:

Department of Customs,

Ottawa, December 27, 1911. The circular letter sent you on December 14th, 1911, relative to lobster twine used in making the heads in lobster pots is cancelled, and the following substituted therefor,

namely: Under item 682 'barked' marline is free for the fisheries. Other marline (not 'barked' marline) is dutiable under item 548

although for use in the fisheries.

appears other marline than 'barked' It marline is being imported for the manufac-ture of heads in lobster pots, and such mar-line is dutiable, although for the manufacture of lobster pots.

Now, this is the point that I wish to draw to the attention of the minister. The fact is that this unbarked or plain marline is the kind that is most suitable for lobster traps, being very largely used on the coast, and it is now subject to a duty of 25 per cent. The other marline, the barked marline, is free but is not much in use. It is not much comfort to the fisherermen to be told that a certain kind of marline, that he does not use and that is not suitable for his business, is free of duty, whereas the marline that he is using to make his traps is taxed 25 per cent. I wrote to a firm of merchants in the town of Yarmouth, Parker, Eakins Company, Limited, to find out if I was correct in my statement that this unbarked marline is usually used in the fisheries. I will read an extract from their letter:

It appears that some official in the Customs Department at Ottawa discovered what he thought to be an incorrect interpretation of the tariff in the matter of this article, and got the order referred to sent out. There does not appear to me to have been any war-rant whatever for making this ruling, because the twine referred to, although used for pot headings, is specifically mentioned in tariff item 682 as 'free.' The item I refer to says: 'Mackerel, herrings, salmon, seal, seine, mul-let, net and trawl twine in hanks or coils, barked or not.' The cotton twine referred to is seine and, or net twine, depending upon the number of threads. If the lobster fishermen here prefer to use it for making pot heads, instead of nets or seines, it seems to me that that fact should not make the twine dutiable, considering that the tariff says it may be entered free.

as in actual practice the fishermen use it mostly in its white, unbarked condition, dealers have to buy it from the Consumers Cord-age Company in Halifax, and pay a price equivalent to the American article laid down, duty paid. There does not seem to be any reason why barked marline should be free, and marline not barked dutable, particularly as it is the intention and desire of the government to put all these necessary supplies of the fishermen on the free list. The elimina-tion of the word 'barked' from this tariff item would settle the whole matter.

Another correspondent, writing me from one of the fishing districts, a man well posted in the fisheries, said:

Barked marline is free, but the unbarked is altogether in use, the duty on which is 25 per cent. For this reason the retail price of the unbarked marline is 25 cents per pound, while Manilla rope (6 threads) used for trap lines and on the free list costs only 11 cents.

Note that these are the retail prices. I do not think, however, that my correspondent should compare the rope of 6 threads with the marline, as we would expect the marline, which is a smaller species of goods, to be more per pound than the rope. But there is no doubt that the duty of 25 per cent considerably enhances the price of unbarked marline, which is largely in use in making lobster traps on the coasts of the three maritime provinces and of Quebec. My suggestion is that the Minister of Customs should strike out the word 'barked' from the item and allow all kinds of marline for the purpose of making lobster traps to enter free. Two or three years ago the rope for holding the lobster traps in the water, for anchoring the trap, was duti-able; but the former Minister of Customs put this rope on the free list and immediately the price to the fishermen dropped. At the present time the Consumers' Cordage Company is getting the benefit of this very high protection on this cordage, which is in such general use amongst the fishermen. I submit that the minister ought to deal with this question; and I suggest that the way is to provide that twine of all kinds for the fisheries shall be admitted free. I see no reason why the lobster fishermen should be dealt with differently from other fishermen on the coast. The cotton twine used in making nets has been free for a number of years and there is no good reason why the twine that is used in the lobster traps should not be free as well as the cotton twine used for making the gill nets.

Mr. GEORGE W. KYTE (Richmond, N.S.). As my hon. friend from Guys-The only other twine, which pays a duty under the tariff, is made from Manilla and sold under the name of 'Marline.' It appears that this may be entered free only when it is barked (dyed with extract of hemlock), but

and 544a of the Customs Tariff Act, 'binder twine or twine for harvest binders' is free, and also 'articles which enter into the cost of the manufacture of binder twine for harvest binders, when imported for such use exclusively by the manufac-turers who manufacture such twine only.' The interests of the farmers of this country are very important and they have not been overlooked by governments of the past and I am sure will not be overlooked in matters of this kind by this government. The hon. member for Guysborough has pointed out that rope and twines used in the fishing industry are free, except twines used in the construction of lobster traps. Under the interpretation of the Customs Act in the past all twines used in the construction of lobster traps were admitted free. But it was discovered re-cently that the tariff imposed a duty upon twines which were in common use in the construction of traps. The interpretation of the tariff has been changed within the last few months as affecting the twine used for lobster traps. I have a letter here from a large dealer in Halifax bearing on this question, which I desire to read:

We think that probably the difficulty has arisen through lack of uniformity in the interpretation of the tariff at various points. You may not be aware that for some years prior to lobster rope being put on the free list, certain firms were importing the smaller sizes of Manilla rope as head ropes, and entering the rope free of duty, while the item in the tariff allowing free admission of head ropes for nets was intended to refer only ropes for nets was intended to refer only to hanks or barked head ropes cut in lengths for a single net, a right and left head rope tied up in each hank. When the misinter-pretation of the tariff was discovered all head ropes were declared dutiable. We had the pleasure of submitting samples of regular head ropes the done the other work offer each head ropes to the department, and after ex-planations by ourselves and others, these regular barked head ropes were returned to the free list. We are under the impression that the present difficulty about lobster twine has occurred through something of the same nature. Lobster marline, a manufacture of Manilla (sample of which we hand you herewith), has always come under the heading of Manilla cordage. We understand, however, that the representative of a foreign house conceived the idea of entering this Manilla marline as lobster twine, and was apparently successful at some points of entry. The fact that lobster marline was never known to the trade as lobster twine was probably one of the reasons why the misinterpretation of the tariff was detected. Cotton lobster twine has, free of duty. It is not a manufacture of Canada, and an enormous quantity of it is used for the heads of lobster traps. We inclose a sample of what is known as 21-thread. The size used for lobster heads varies from in the tariff at the present session. If it 15-thread to 27-thread. The imposition of a is impossible for the government to deal

Mr. KYTE.

duty on this twine, would, as you know, affect a large number of men in New Brunswick, Prince Edward Island, and our own province, and you can understand that it would be very unpopular with our fishermen and regarded by

them as quite unnecessary and most unjust. With regard to barked marline, of which also we inclose a sample, this is sometimes called end marline and is used exclusively on the ends of nets. Like the head ropes, it comes in hanks of two pieces of equal length, one of right and one of left hand lay. We have near heard of a heark of this being word have never heard of a hank of this being used for a lobster head, and, while the retention of this on the free list will of course benefit the net fishermen, it will not go very far towards pacifying the lobster fishermen if a duty is imposed on their cotton lobster twine.

I have read the letter because it puts the points of the controversy more succinctly and intelligently than I could possibly do. The fact is that ropes and twines used in Canada by fishermen for all purposes are admitted at present free, with the exception of such twine as is required to be used in the manufacture of lobster traps. I took some pains to ascertain the statis-

tics with respect to the quantity of this lobster head twine that is consumed in Canada each year, and I am told that in the city of Halifax alone the importations amount to from 40 to 60 tons yearly, all of this twine being used exclusively for the manufacture of lobster traps. I presume the object in putting all the other items that enter into the manufacture of the material used by the fishermen, upon the free list, was for the purpose of encourag-ing the industry and relieving it as much as possible from unnecessary tariff charges. If that was a good reason for putting the lobster twine used by all other fishermen upon the free list, it seems to me only reasonable that the relief should go a little further and place the twine used by fishermen in the manufacture of lobster traps upon the free list as well. I understand the twine most commonly used in the manufacture of lobster traps is what is known as cotton seine twine, and that is the twine imported in such large quantities that I referred to a moment ago, and which is used for no other purpose. I am sure the fishermen of the maritime provinces will receive a sympathetic hearing from the Minister of Customs in all matters that pertain so vitally to their welfare and the success of their industry. I presume we will be told that in view of the creation of a Tariff Commission during the present session, this and all other matters pertaining to the tariff will be submitted to them, and that no action will be taken by the government in respect to an isolated item in the tariff at the present session. If it

with the matter at the present session, as I think it is, I still trust that when the new Tariff Commission is appointed and proceeds to take evidence on all questions bearing upon the tariff in its relation to the people of this country, this important matter of the twine used in the lobster fishing industry will not be overlooked, and that the Minister of Customs will find it in his power, as I hope it is his desire, to place this important item upon the free list at the next session of parliament.

Mr. LOGGIE. Being somewhat familiar with the situation, I desire to say a few words. I want to say first of all that I think the wording of the section is a little ambiguous. The intention of the Act was to place lines and twines used in the fisheries on the free list, and also cordage of a less size than one and a half inches in circumference. I would like to draw the attention of the minister to the fact that in the section he will find that head-lines are mentioned as free of duty, but the words 'foot-lines' are omitted. The rope on the bottom of the net is just as much entitled to free entry as is the rope on the head of the net. If the minister will pardon me I will make a suggestion as to how the section could be amended, and which would cause the ambiguity to disappear. I sug-gest that the section be amended to read as follows:

Fish hooks for deep-sea, or lake fishing, not smaller in size than number 2.0, bank, cod, pollack and mackerel fish lines; and mackerel, herring, salmon seal seine, mullet and other fish net and trawl twine for use in the 

There is not very much change, but I think it would take away the ambiguity of the section and carry out the intention of parliament when they placed the items on the free list for use in our deep-sea fisheries and in our lake fisheries. I have nothing to add to what has been said by my hon. friends who have preceded me. I was not aware there was any attempt to impose a duty on cotton twine imported for use in the fisheries. For many years cotton twine has been imported free for use in the fisheries, and I was not aware that there was any question in that re-gard. But all the same, the section is ambiguous, and I think if it

was amended along the lines I have suggested that difficulty would disappear.

Mr. TURGEON. As a representative of a constituency in which the canning of lobsters is a great industry, I wish to endorse the remarks of hon. gentlemen who have spoken on this question. I think they have given the minister all the information he requires to enable him to make the necessary amendment to that article in the customs duties. I hope the minister will not think it necessary to wait for the action of the tariff commission on this matter. It is a matter of importance to the fishermen at this very moment and I hope the minister will give it his most careful and favourable consideration.

Mr. REID (Grenville). I am glad hon. gentlemen opposite have brought this matter up. When the matter was brought up some time ago they will remember that I explained that an error was made in the circular that was issued in the month of December last. Now as far as the duty on unbarked marline is concerned, I do not think there is any difference of opinion. Tariff item No. 682 specifies that barked marline is free. At the time the tariff was framed the word 'barked' was put in for the purpose of showing that the regular unbarked marline must come under item 548. From the time this tariff was framed in 1907, I understand from the department, the duty of 25 per cent, under item 548, has been collected on unbarked marline. The attention of the department was drawn to the fact that at one of our ports in Prince Edward Island there was a question as to whether this marline was coming in free or not, and consequently this circular was issued.

The hon. member has rightly stated that it is an impossibility for the Department of Customs to admit marline free of duty for the fishing industry or for any other purpose until a tariff Bill has been passed changing the wording of the Act. T should be pleased to lay this matter before the tariff commission to be appointed and have them take the matter up, and the government will be pleased to consider the subject before introducing any changes in the tariff next session.

Mr. SINCLAIR. There is an ambiguity in the section. It says that cotton twine for use in making nets is to be admitted free. I understand that importing merchants have had a little heart-searching as to making the affidavit that the twine is to be used for the making of nets where it is to be used in the making of news where traps. There is some doubt as to whe-ther a lobster trap can be properly classed as a net. I wish the minister would con-T trust

there will be no discrimination against the lobster fishery.

Motion agreed to, and House went into Committee of Supply.

#### SUPPLY.

Intercolonial railway Moncton, locomotive and car shops equipment, new freight yard and cut off line, \$300,000.

Mr. GRAHAM. May I ask the minister how many highway crossings on the Intercolonial railway were eliminated or protected during the last year, and how many it is proposed to eliminate or protect during the coming year? During the past few years we have had a good deal of discussion as to the protection or elimination of level crossings. My hon. friend from Lincoln (Mr. Lancaster) took a very active part in that discussion, and it became a question of more than ordinary interest throughout Canada. As a result of the agitation an Act was passed by the House outlining certain conditions under which the federal authority would aid munici-palities and railway companies in getting rid of dangerous level crossings. Applying to the government railways the principles that we wished to have carried out on private owned and operated lines, the department proceeded to eliminate some of the more dangerous crossings on the Intercolonial railway. tercolonial railway. Personally, I am slightly disappointed that there is not a larger amount for this purpose, as I think the government-owned railway ought to set an example to other railways in doing away with dangerous level crossings. How many were eliminated last year, and how many will be eliminated this coming year by this vote of \$45,000?

Mr. COCHRANE. The crossings which it is proposed to deal with this year are at Forbes St., New Glasgow; McLean's Crossing, Hopewell, near Oxford station. There are subways at Amherst, Moncton and Little Métis.

Mr. GRAHAM. Will these be finished by this vote?

Mr. COCHRANE. Yes.

Mr. GRAHAM. I would repeat that I think the minister would have the support of the House if in the supplementary estimates he would have even a larger amount for this purpose. Of course, he will have to keep his eye on the hon. member for South Lanark (Mr. Haggart), who objects to capital expenditure on the Intercolonial railway on general principles, and thinks that account should have been closed long ago.

Mr. EMMERSON. Is any provision made for remedying the condition at the railway crossing at St. Fabien in the

Mr. SINCLAIR.

ecunty of Rimouski, one of the most dangerous crossings on the Intercolonial railway or in all Canada?

Mr. COCHRANE. A subway is being built now.

Mr. GRAHAM. The question of the Halifax docks is a very important one, and as I understand it, the department had outlined a system to increase the dock accommodation at Halifax, by constructing several new docks. An appropriation was made for a very large dock, according to plans made by Mr. Kennedy, engineer of Montreal, and in the meantime there were some improvements to another dock for the time being. How far on is that large dock towards completion? Does the estimate provide for another one of the docks of the group contemplated?

Mr. COCHRANE. There was only about \$50,000 spent on it last fall, but they have been at work and are ready to go on more extensively. It will take about a million dollars to provide for the contract let when my hon. friend (Mr. Graham) was in office. Nothing is provided for any further docks in this estimate, but I may say that it is absolutely necessary that something shall be done in that respect, and I hope by the time the House meets again we will be able to bring down the information, not only as to what further docks are necessary, but also as to the terminus of the Intercolonial railway at Halifax.

Mr. MACLEAN (Halifax). I assume that the Minister of Railways has had a communication from the Halifax Board of Trade, requesting him to take up with the Department of Naval Affairs the question of acquiring the dockyard for railway terminals. I would like to ask the minister if he proposes conferring with the Marine Department respecting the acquisition of the property known as the dockyards. In my opinion, it is very important that the Railway Department should acquire this property if it is possible to do so. If it can be obtained by the railway it would contribute a great deal to eliminate many difficulties now existing at the port of Halifax in connection with terminals.

Mr. COCHRANE. I do not think I have had any communication from the Halifax Board of Trade on that subject. I did have a communication by wire and letter with reference to putting the present pier out one hundred feet farther, and I submitted that to the engineer, Mr. Kennedy, but he advised so strongly against it, that I did not think I could carry it out. I certainly agree with the suggestion made by the hon. member as to getting these buildings and this ground if at all possible, and I hope to take the matter up during the recess.

Mr. BORDEN. I had a letter from the Halifax Board of Trade informing me that a rumour had appeared in the Halifax press to the effect that the Department of Marine and Fisheries proposed abandoning the dockyard and urging that if the rumour were correct, the dockyard should be ac-quired for the purposes of the Intercolonial railway. On inquiry at the Department of Marine and Fisheries, I found the rumour was without foundation, that it had not been considered by the Department of Marine; and I reported to the Board of Trade accordingly.

Mr. COCHRANE. I think I said last fall in Halifax that we should try and secure that dockyard.

Mr. MACDONALD. I see in the Halifax 'Herald,' a statement of what is alleged to be the minister's programme with regard to the Intercolonial railway. It is published in the government newspaper and has all the earmarks of being an official statement. It is stated that the minister proposes to build up the government railway in connection with the creation of a fast Atlantic steamship service and that negotiations to that end are in progress. It is said that efforts would be made to increase the freight traffic on the road, and that there were two proposals before the government, one of which involved the double-tracking of the Intercolonial rail-way from Moncton to Halifax. It is said that it is also proposed by the government to reduce the grades on the line, and that a loop would be constructed from Parrsboro to the Minas basin and then to Truro.

Mr. STANFIELD. Hear, hear.

Mr. MACDONALD. The article states that the government intends to deal with the transportation problem on broad and comprehensive lines. We should know from the minister if he purposes providing in the supplementary estimates for this fast Atlantic service, or the double-tracking of the line from Moncton to Truro, or the construction of the road from Parrsboro to Truro. If the session is to end when we contemplate, it would be necessary to have that information now, so that we may discuss it. This despatch was sent from Ot-tawa on Thursday last and was headed 'Intercolonial will be developed; trans-Atlantic service; peoples' road will be built up in passenger and freight and with ocean traffic.

Mr. COCHRANE. With reference to the

come under my department. Whoever is the author of that despatch did not, unfortunately, consult me before he sent it. 1 do not think you will see anything in the supplementary estimates in reference to anything which is mentioned there for the Intercolonial railway.

Mr. GRAHAM. The question is a very big one as to the future of the Intercolonial railway. My hon. friend from Westmor-land (Mr. Emmerson) and I have not agreed on some things in connection with the management of the Intercolonial railway.

Mr. COCHRANE. I thought I would leave you to answer him on that point.

Mr. GRAHAM. Well, I will not refer to that because we are optimistic and we would rather hear from the minister what is going to be done in the future, than discuss what has been done in the past. The board of management was an experiment copied from some of the large railways, as well as from some large industrial concerns. It was formed of the heads of the departments of the Intercolonial railway and included Mr. Pottinger who was an encyclopædia of all kinds of information with regard to the road, and the deputy minister as chairman. It was thought bet-ter that there should be brought together the heads of the different departments and have them make recommendations as to what they thought was the best way of running each department and by consultation bring about the best result.

This did not detract in any way from the responsibility of the government. That was not the object. The object was rather to let the men who are in close touch with the business have more to say than merely to make recommendations to the minister who was far away. I think there was an improvement, I will not say in the management, but in the service rendered to the people in the last year or two. I am not wedded to the idea of a board of management. I was making an experiment, and as to that my hon. friend (Mr. Emmerson) and myself will have to agree to disagree. I think the time is near at hand when some large comprehensive step will have to be taken with reference to the eastern portion of the Canadian railway system. The west is developing rapidly, and I look in the next few years to a very rapid development of the eastern part of Canada. In the maritime provinces there are all the natural elements necessary to progress and growth, and with proper attention pail to that part of the Dominion, with the trade of Canada developing through our maritime ports, which are the gateways of the Dominion, there is no reason why there should not be a great revival of busisubsidies for steamships, that does not ness in the eastern part of Canada. The

government of Canada has already a con-tract with the Grand Trunk Pacific Company, giving it running rights from Moncton to St. John and Halifax. Although St. John is not included in the contract, that will be the result. The Canadian Pacific railway is at St. John, and no mat-ter whether the Intercolonial is in compe-tition with it or not, it is in Halifax as well, by means of the Dominion Atlantic railway. There must be some permanent arrangement made with the Canadian Pa-cific railway to go to Halifax. Then it will not be very long, I imagine, till an-other transcontinental line of railway, the Canadian Northern, which now reaches the city of Quebec and has also some branches further east, will find its way to Halifax and St. John. These are big problems, and they are not easy to solve. But what I think the government ought to do, and do speedily, is to make provision for terminals both at St. John and Halifax, and double-track the line between those two points. A small start has been made, from Moncton to Painsec Junction.

Mr. EMMERSON. From Windsor Junction to Halifax as well.

Mr. GRAHAM. These two small sections have been double-tracked, and it will not be long until the demands of the traffic will warrant the double-tracking of the remainder. Even if you only had the con-tract with the Grand Trunk Pacific, I have faith to believe that if we make our eastern ports up-to-date there will be sufficient traffic for a double track. But there is a contract with the Canadian Pacific Railway Company by which its trains are taken unbroken from St. John to Halifax. It is idle to say that there can be any retro-gression in that policy; there must be an expansion of it. My hon. friend from Westmorland and I agree thoroughly as to the difficulties that arose in connection with giving the Canadian Pacific railway running rights over the Intercolonial. That difficulty was one of business entirely. The Canadian Pacific railway, from a business standpoint, desired to have the right to run and man its own trains and collect its own fares between St. John and Halifax. The government always maintained that to give the Cana-cian Pacific railway or any other road other than the Intercolonial the right to collect local fares and to keep them, between St. John and Halifax, would impair the Intercolonial to that extent; because it must be remembered that the paying part of the Intercolonial is in that portion of the territory. I think the government would make no mistake— and this is what I had in mind, whether rightly or wrongly, when unfortunately I think for the country, I was relieved of duty—in proceeding to double-traffic arrangements could be made which would enable them to come not only to Halifax, but to the real revenue-producing

Mr. GRAHAM.

track the Intercolonial between St. John and Halifax. No matter what happens in the future, the business will demand it. No matter what arrangements may be made with the Canadian Pacific railway, the Grand Trunk Pacific or the Canadian Northern, this will not hamper them in the least. Some day, when the Grand Trunk Pacific is completed and when the Canadian Northern reaches the maritime provinces, we may wake up to find that there is not between St. John and Halifax a line of communication of sufficient magnitude to carry the traffic. This is a question which I think Canada cannot put off very long. As to Halifax, I agree thoroughly with what is being done. Halifax is one of the best harbours in the world. St. John is de-veloping into a great harbour. The Canadian Pacific railway has its terminals there. My idea is that the Canadian Pacific railway will do its freight business at St. John, and its passenger business at Halifax. With that idea some hon, gentlemen may not agree, but with all the traffic that the Grand Trunk Pacific and the Canadian Northern and the Intercolonial will gather up, we shall have to have enlarged terminals and enlarged dock accommodation at Halifax. But in the first place it is necessary to have enlarged facilities for getting to and from Halifax, and therefore I would urge on the government the advisability of not waiting, as I think the matter does not need much investigation, but providing as speedily as possible for double tracking the Intercolonial between St. John and Hali-fax, either by following the existing right of way or by another route, which has been surveyed, from Painsec Junction east.

Mr. MACDONALD. I desire to join with the ex-Minister of Railways in pressing upon the present minister the desirability of linking up at the earliest possible date the province of Nova Scotia with the transcontinental railway system. The last time the railway estimates were before the House, I pointed out the anomalous position which that province occupies to-day. in that, while having to share in all the expenditures that have been and are being made for the construction of transcontin-ental lines in Canada, yet, with the excep-tion of Prince Edward Island, which is isolated by reason of its insular situation. Nova Scotia is the one province which has not connection with those transcontinental lines. It would be not only in the interest of the province, but in the interest of the public at large that these railway systems, and particularly the Canadian Pacific railway, the largest of them all, should be brought into our province. Satisfactory

part of the Intercolonial, the eastern part of the province of Nova Scotia. The minister cannot confer any benefit, through the administration of the railway system, that will be so great as to prepare for what the ex-Minister of Railways indicates is a bounden necessity.

Mr. BOULAY. I would like to know if the item for the general protection of the highways makes provision for a subway at Little Métis?

Mr. COCHRANE. Yes.,

Mr. MACLEAN (Halifax). Does the minister propose to ask for tenders for the construction of dock No. 2 at Halifax in the immediate future?

Mr. COCHRANE. I have no estimate for that item. There is so little done on the present dock, that I think it would be well to let it stand until the fall session.

Mr. EMMERSON. I did not have an opportunity of learning what the improvements proposed at Hampton were?

Mr. COCHRANE. There is to be a new station at Hampton.

Mr. EMMERSON. The proposed spur line of railway has been cancelled, has it?

Mr. COCHRANE. It has been dropped.

Mr. GRAHAM. How many cars have been repaired this year at the Moncton shops? The officers of the department will have the figures, I know, and they will perhaps help us out with the point under controversy.

Mr. COCHRANE. I have a note here that there are less than 175 cars on the Intercolonial railway standing for repairs.

Mr. GRAHAM. How many will be re-paired this year? As I remember the situation, the shops were enlarged and others constructed in order to build locomotives, cars, and other rolling stock.

Mr. EMMERSON. Paid out of revenue.

Mr. GRAHAM. That is anything but the capital account. An additional staff was employed for the building of cars, and an effort was made to carry out that work. I want to ascertain the result of that attempt. How many cars have been repaired in the shops, and how many new cars, if any, have been constructed?

Mr. COCHRANE. There have been no new cars built, and the managing board tell me that we can buy cars cheaper than we can manufacture them.

Mr. MACLEAN (Halifax). Is it the in-tention of the government to re-establish at Halifax the mechanical workshops, or repair shops, that existed there at one time, but which were moved to Moncton? | class, 39 second-class.

Mr. COCHRANE. The matter has been under consideration. It needs an expenditure of somewhere about \$25,000 to be able to turn out the car wheels as cheaply at Moncton as they used to do at Halifax.

Mr. EMMERSON. The minister has stated that he is advised by the manag-ing board that cars could be purchased cheaper than they could be manufactured at Moncton. Has he any report with re-spect to the cost of building cars at Moncton? I am advised absolutely to the contrary of what the minister says, and at a certain period I had the actual figures to support that advice. It is all very well to talk about purchasing cars from certain car manufacturing companies, but the machinery for building cars at Moncton is there, and the wages paid are not as high as are paid elsewhere, while the material is purchased at the minimum of cost, or as cheaply as it can be purchased by the car companies. It has even been demons-trated, I think, in the past that locomotives can be built cheaply at Moncton. I would like to have some figures dealing with car construction if the minister can furnish them.

Mr. COCHRANE. I have not got any such figures.

Mr. EMMERSON. If there have been no cars constructed in the government shops, how are the managing board in a position to make a comparison between the cost of purchasing cars, and the cost of building cars by the Intercolonial railway? It seems a very strange and a very startling proposition for the board to make a statement of that kind in view of their not having even attempted to manufacture cars themselves.

Mr. COCHRANE. I can give the infor-mation asked for by the member for Pictou. It is contained in the report of the Department of Railways:

The following cars were built :-- 1 stores sup-

The following cars were rebuilt:-6 vans, 1 flanger, 4 platform cars, 1 first-class car, 4 stock cars.

The following rolling stock received general repairs-7 sleeping cars, 8 first-class cars, 2 official cars, 6 baggage cars, 187 freight cars, 5 flangers, 2 dining cars, 9 second-class cars, 6 postal cars, 51 vans, 11 snowploughs.

Mr. EMMERSON. These are cars repaired?

Mr. COCHRANE. That information was asked for.

The following cars received light repairs :--25 sleeping cars, 1 parlour, 53 colonist 17 pos-tal, 13,212 freight, 2 motor cars, 15 dining cars, 18 official, 44 baggage, 22 vans, 94 first-

The following cars received medium repairs: -18 sleeping cars, 6 parlour, 30 second-class, 34 baggage, 2 motor cars, 441 freight cars, 11 dining cars, 84 first-class, 28 colonist, 13 postal, 1 van, 1 auxiliary.

Mr. MACDONALD. I was referring not to the question of the construction of cars but more particularly to the suggestion of the hon. member for South Renfrew, as to the desirability of the Transcontinental line coming into Nova Scotia and facilities being provided for that entrance. I would like to know what the minister has to say in that regard.

Mr. COCHRANE. That is a question I am sure upon which my hon. friend from Pictou would not expect a reply on the spur of the moment.

Mr. MACDONALD. You have some idea about it surely.

Mr. COCHRANE. That is a matter that would require very careful investigation and consideration before I could make any statement.

Mr. McKENZIE. On the subject of cars, I would ask the minister how many refrigerator cars he has that can be used in the carrying of fish.

Mr. COCHRANE. How many there are on the Intercolonial?

Mr. McKENZIE. Yes.

Mr. COCHRANE. There are 144.

Mr. McKENZIE. Are these cars used exclusively in Canada, or do they go outside the Dominion?

Mr COCHRANE. They are used exclusively in the local trade.

Mr. EMMERSON. I can tell my hon. friend from North Cape Breton (Mr. McKenzie) that they are not used exclusively for the carrying of fish. They are also used for the carrying of plaster. It is a very startling and novel way of using refrigerator cars.

Mr. HENDERSON. Has that practice been pursued for a long time?

Mr. EMMERSON. No, only recently.

Mr. HENDERSON. Does the hon. gentleman endorse the practice?

Mr. EMMERSON. It has been adopted very recently, since the 21st September, I think.

Mr. COCHRANE. I can assure the hon. gentleman there never was any order given to permit that.

Mr. HENDERSON. I apprehended the ex-Minister of Railways would need a little more plaster after the election. I am surprised to hear that he permitted

Mr. COCHRANE.

refrigerator cars to be used for carrying plaster without making any complaint.

Mr. EMMERSON. They have a managing board down there now.

Mr. HENDERSON. I am afraid that practice is something that was handed down from the late government.

Mr. McKENZIE. I am not at all an authority on the qualities and requirements of a refrigerator car. I come from a part of the country where the use of the refrigerator car is very important to the fishermen, and it is equally important to the consumers who live in the interior of Canada. Indeed it is of the highest importance not only to the shipper but to the consumer, that fish so transported should be in proper condition when it reaches its destination.

The complaint has continually been made that the refrigerator cars of the Intercolonial railway are not of the best type. I give that to the minister for what it is worth. If it is true, I certainly hope he will procure a fair number of firstclass refrigerator cars to be used in the summer time at least for the conveyance of fish from the different ports on the east coast to Montreal, Toronto, and other points in the interior where fish from the the maritime provinces is in demand.

Mr. COCHRANE. The refrigerator cars have not been used for carrying plaster or anything of that kind. And I may tell the hon. gentleman (Mr. McKenzie) that we have an appropriation this year for ten new refrigerator cars.

Mr. CHISHOLM (Antigonish). Is it the policy of the minister to continue the manufacture of locomotives in Moneton? Or does he say that they can be bought elsewhere more cheaply?

Mr. COCHRANE. I think the first thing we should do is to bring our rolling stock up to standard before we manufacture anything new in the Moncton shops. How long that will take, I cannot say personally; I have not had an investigation made.

Mr. EMMERSON. Inasmuch as we have the plant in Moncton, why not do the manufacturing and repairing there instead—

Mr. COCHRANE. We are increasing the capacity for the manufacture of box cars and things of that kind. But I think the hon. gentleman will have to accept what I have already stated, that until the rolling stock is in proper shape we will use the plant to the fullest extent to get it into that shape. Then the question of whether it costs more to manufacture than to buy from other factories will come up for consideration.

Mr. EMMERSON. But the hon. gentleman cannot do that.

Mr. COCHRANE. Cannot do what?

Mr. EMMERSON. Cannot do what he proposes now. He has to replace cars, and there is a certain sum-

Mr. COCHRANE. I said I was going to use the plant to the fullest extent in repairing cars.

Mr. EMMERSON. Not constructing?

Mr. COCHRANE. Not constructing until the existing rolling stock is put in shape.

Mr. EMMERSON. Then, he says, he is going to purchase cars constructed elsewhere until they decide upon a policy.

Mr. COCHRANE. Until we get the other into shape.

Mr. EMMERSON. What other?

Mr. COCHRANE. The rolling stock we have to-day. The hon. gentleman (Mr. Emmerson) has been complaining all day that it is not in shape.

Mr. EMMERSON. I submit that has nothing to do with the question of where the cars are to be constructed. The hon. minister has the facilities all paid for and now lying idle, for all the necessary repairing that he needs to do, and he has a surplus of machinery and plant to enable him to build the cars which he is obliged under the law to provide. The cars that become worn out, have to be replaced and have to be replaced out of revenue, and a certain sum of money is provided by authority of parliament to enable him to do so. I admit that the minister, if he chooses, can have these cars built by private corporations. But in doing so, he must leave the machinery at Moncton idle, and in this, he would make a departure from the policy that was declared when the vote of parliament was had with respect to the construction of the new shops, and the installation of machin-That is to go for naught until we erv. have a demonstration as to the relative cost by construction at Moncton or purchase from private corporations. Accord-ing to the hon. gentleman's own report, if I remember the figures right, 462 cars are to be replaced to bring the rolling stock up to the standard of last year. The works at Moncton are idle, yet the hon. minister is going around the country throwing this work into the hands of private corporations. These private corporations are not doing business for fun; they are get the evidence of his own men, locomotive

going to have their profit. I think the minister should satisfy parliament at this moment, with respect to his policy. He should say whether material at Moncton costs more than it can be purchased for by private corporations, whether labour is higher there than at Montreal, Amherst, or other points, where cars are constructed. It seems to me there is no justification for this policy until it is actually demonstrated that the cars cannot be construct-ed at Moncton as cheaply as they can be purchased from outside. It does not seem reasonable that you could do so when you consider the conditions. The manufactur-ers must have a profit. On the other hand ers must have a profit. On the other hand, you have your business organization at Moncton, including your officials, so that this element in the cost of manufacturing is already provided for. It comes down, then, simply to a question of the labour and the material. Surely the government of Canada is in a position to buy material as cheaply as the Canada Car company, the Crossen works or any other firm. And admittedly, labour costs less in Moncton than it costs the car companies in Montreal and other points.

Mr. COCHRANE. The machinery is not idle and has not been kept idle, I am ad-vised. On the contrary, it has been kept busy reconstructing these old cars and repairing. I have made that statement already a couple of times.

Mr. EMMERSON. The hon. gentleman makes his statement from hearsay; I make mine from actual knowledge.

Mr. CHISHOLM (Antigonish). I cannot understand why the minister should hesi-tate to declare what his policy will be with regard to the building of locomotives and cars. I think he ought to be able to state now whether he intends to have these built at Moncton or by private corporations elsewhere. If, as alleged by the hon. member for Westmorland (Mr. Emmerson)—and he seems to know what he is talking about there are equipment and facilities at Moncton for the manufacture of these cars, why should not the minister state that it is his policy to have the cars built at Moncton. Is it because there is some favourite of the Intercolonial railway to be looked after to whom the contracts have to go? I think the country will expect that, other things being equal, the cars should be manufactured at Moncton, and particularly when there are plant and equipment there, bought and paid for by the country, capable of doing this work.

Mr. EMMERSON. In the past, when the facilities for work were far less than they are now, they constructed especially locomotives at Moncton. And the minister can drivers and others familiar with the conditions, that the locomotives constructed in the government workshops at Moncton, for durability and other qualities far excelled even the boasted Baldwin engines or any other locomotives manufactured in Canada or the United States, or even the locomotives from Scotland which were bought in the earlier years of the road's history.

The English manufacture, no doubt, was not equal to the government manufacture turned out at Moncton. I am also informed that the cost, even when facilities were very inefficient as compared with the present facilities, did not exceed the cost of the locomotives purchased by tender in former years.

Mr. GRAHAM. Has the minister got the figures of the number of cars purchased this year, and prices?

Mr. COCHRANE. I have not, but I can give the figures this evening.

Mr. McKENZIE. I must point out to the minister that on our end of the road, beyond the Strait of Canso down to Sydney, we have very poor locomotives. The min-ister's officials know that that is the most profitable end of the railway, and if he will take account separately of the income of that section of the Intercolonial, he will find that the freight and passenger traffic Mines make it the best paying sec-tion of the Intercolonial. Now, I am sorry to say that every crippled engine, every lame duck, that we have on the Intercolonial is considered to be good enough to put on the Cape Breton end of the road. I consider that a reflection upon our people down there. It is not an uncommon thing for the trains due to arrive at North Sydney at 7 o'clock, or a few minutes after, in the evening, and that are supposed to make connection with the steamer that starts immediately for Newfoundland, to be four hours late, thus disjointing the connection with Newfoundland and disjointing the connection on Newfoundland. I think we are deserving of better treatment on that section of the road, according to the proportion of the profits that we furnish to the road. We deserve good cars and good locomotives, in fact the best of everything that is used on the railway. This frequent breaking down of locomotives on the short run of about 90 miles between Point Tupper and Sydney should not exist upon a government railway.

Mr. EMMERSON. I think the locomotive situation on the Intercolonial absolutely and unqualifiedly disgraceful. Time and again during the past season I have travelled on the fast express train between Monc-

Mr. EMMERSON.

ton and Montreal when they were actually compelled to put on freight engines to haul the passenger train. The maritime train from Halifax to Montreal during this winter has been from 6 to 8, and even 15, hours late in reaching Montreal on account of the weakness of the hauling power. If the minister is not going to have any locomotives built at Moncton, buy them elsewhere, so that the trains can be moved, and the passengers may hope to reach their destination in due course.

Now, this item includes new freight-yards and cut-off line. Does that refer to the cut-off line from the new shops of the eastern division, running from the Monc-ton station to Halifax, that is the spur line, as it is called? On a former occasion a reference was made in this House to the purchase of lands in connection with the spur line. Land was expropriated, and the price was agreed upon, and the land damages were paid by the Intercolonial. There were certain lands expropriated which belonged to an estate of which I was an executor and trustee. Reference has been made to it in this House, reference of an insinuating character, because I happened to be in a fiduciary relation-ship with respect to these lands. I want to bring to the attention of the minister certain facts which have been developed before him within a very few weeks. He will recollect that the Moncton Land Company of Moncton were owners of a tract of land traversed by this spur line. The gentlemen composing that company-I need not speak of them individually-declined to consider any offer that was made to them, and the matter went before the Exchequer Court. The case was tried out recently, I think the last hearing was in the city of St. John before the judge of the Exchequer Court, and judgment was rendered I think a few weeks ago. The judge awarded the Moncton Land Company \$27,380 for eleven and a half acres of land, or an average of \$2,272 an acre. They had claimed \$100, 000. The lands of the spur estate of which I was executor and trustee were expropriated.

The Railway Department made a tender to me of what they had appraised as the damages. They offered thte estate \$13,544, which I as executor and trustee accepted rather than contest the matter in the Exchequer Court. That was for 10 9-10 acres, or about \$1,242 an acre and there were 4½ acres of low ground valued at \$300 an acre so that the insinuation that there was something improper about this payment to an estate with which I was connected as executor, which was a sinister insinuation, was quite unfounded. The Moncton Land Company, for land not so well situated, claimed \$100,000 and were awarded

27,280 for  $11\frac{1}{2}$  acres, an average of 2,272 an acre or over 1,000 higher than the price paid for the land belonging to the estate with which I was connected as executor. So far from the Intercolonial railway suffering, by acquiring lands from the estate with which I was connected they benefited, but they suffered by reason of the arbitrament of the Moncton Land Company's case by the Exchequer Court.

Has there been any change of location with respect to this spur line?

Mr. COCHRANE. It is all under consideration yet.

Mr. EMMERSON. The right of way has all been acquired. I was in favour of a different location but the late deputy minister took strong ground with respect to the location chosen and I have heard that there was some question in the mind of the minister as to following out that location. A large expenditure has been made in ac-quiring the lands and locating the spur line and it now becomes a somewhat serious matter as to whether all that money should be thrown away and a new route chosen.

Mr. COCHRANE. What could we get for the land if we gave it up?

Mr. EMMERSON. I am not in a position to say.

Mr. KYTE. Has the minister with him a record of the number of accidents on the Intercolonial railway last year?

Mr. COCHRANE. I have not that here.

Mr. KYTE. While we all rejoice that the Intercolonial railway has been able to show a profit I think there is abundant evidence that these economics have been made at the expense of efficiency and of the lives of the employees of the Intercolonial railway. I have in mind the position at Port Tupper. At the power-house operating the apron for the accommodation of the transfer across the Strait of Canso, and the electric light, the engineer in charge until a few years ago had an assistant who could relieve him in cases of emergency and whose particular duty it was to look after the fires. Two years ago that assistant was taken away and the engineer has since been obliged to operate the machinery to run the electric light plant and to coal his own engine. There are two men employed, one for the day and one for the night shift, and I have reason to believe that this economy should not be continued, particu-larly on the night shift as should the engineer become disabled by accident very serious consequences would result. Representations were made to the board of management on this subject but they have not been complied with. This is only one | a statement as to the tenders for the heat-

of many cases where the economics which have resulted in the surplus have had the effect of impairing the service and putting certain branches of it in a condition from which damages might result.

Mr. COCHRANE. I am awfully sorry that my predecessor has so soured his friends on the Intercolonial railway. Listening to my hon. friend from Westmorland (Mr. Emmerson) one would think that the whole rolling stock of the Intercolonial railway should go to the scrap heap. I do not think it is in that condition and I hope we will be able to take steps to put it in a still better position. The managing board tell me that they could make a very fair comparison of their rolling stock with any other railway. In answer to the hon. member for North Cape Breton (Mr. Mc-Kenzie), the strengthening of these bridges so that improved engines may go on that portion of the line is now under consideration. It will cost a good deal but as he says the importance of that section and the amount of traffic given to the Intercolonial railway from it justify the expense.

Mr. GRAHAM. Will the minister be prepared at eight o'clock to inform me what he proposes to do with this \$400,000 for rolling stock, that is the capital account?

Mr. GRAHAM. The Sydney Mines diversion seems to be quite an expensive one, but it was of course necessary in order to get rid of the grade on account of the improved traffic. There was a proposal to build a road to the waterfront in North Sydney, so as to get right down to the harbour. Has the minister arrived at any decision in regard to that yet?

Mr. COCHRANE. No decision has been arrived at yet. There was a deputation here the other day from North Sydney to favour that proposal.

Mr. LEMIEUX. The young man Bourque who was drowned recently at Bird Rocks lighthouse had a brother who met with an accident on the Intercolonial railway at Campbellton, through which he lost his arm-

Mr. COCHRANE. We made him night agent at Campbellton.

Mr. LEMIEUX. Oh, very well.

Mr. KYTE. Will the minister furnish the information with respect to accidents on the railways?

Mr. COCHRANE. The statistics are given in the annual report of the department.

Mr. GRAHAM. I think you will find them set out in the report of the Railway Commissioners down to a later date.

Mr. EMMERSON. I would like to have ing at Moncton; who was awarded the contract, who was the lowest tenderer, and how much will it cost over the estimate?

At six o'clock, Committee took recess.

### After Recess

## Committee resumed at eight o'clock.

Mr. COCHRANE. I have a list of the tenders for heating at Moncton which the hon. member for Westmorland asked for. They are as follows: Garth & Co., Montreal, \$8,-800; James Valentine, Montreal, \$8,000; P. Lessard & Sons, Limited, Montreal, \$7,000; Sumner & Co., Moncton, \$5,899; P. Campbell & Co., St. John, \$6,687; Thompson & Sutherland, New Glasgow, \$6,675; Rhodes Curry & Co., Limited, Amherst, \$7,775. The tender accepted, was that of Sumner & Co., the lowest.

Mr. EMMERSON. A rumor was current that after the first tenders were called, a protest was made by certain individuals in Moncton against the award being made to any one of them, and that therefore, second tenders were called.

Mr. COCHRANE. The first tenders were for heating and ventilation. None of them was accepted, and then tenders were asked for the heating alone, and this is the list of those tenders.

Mr. EMMERSON. When were the last tenders asked for?

Mr. COCHRANE. They came in on the 15th of February.

Mr. EMMERSON. Did the minister receive a protest from Mr. Sumner on his return from England against an award to any one of the first tenderers?

Mr. COCHRANE. I do not remember getting any.

Mr. EMMERSON. What was the reason that the tenders on the last occasion were asked differently?

Mr. COCHRANE. The first ones were too high-more than the estimates. There was not any ventilation in the second tenders.

Mr. MACDONALD. Will the minister tell us whether or not he has made the award of the coal contracts this year? The coal strike in England and the threatened coal strike in the United States make a situation in which it seems to me that the minister should settle this matter.

Mr. COCHRANE. I have settled it so far as the needs of Quebec are concerned

Mr. EMMERSON.

The companies have asked 25 cents a ton more this year, but I have not felt that we are entitled to pay it, and I have not had time to get down and reason with them and see if they could not do better.

Mr. MACDONALD. I do not think my hon, friend can do any better. He is in danger of having to pay more, unless the matter is soon settled. I wish to call the minister's attention to another matter. Earlier in the session, I asked him some questions with reference to the course he proposed to follow with regard to taking over what is known as the Vale railroad. This railroad has been in operation for the It was constructed last 15 or 20 years. It was constructed by the coal company for the purpose of carrying its coal products from the coal town of Thorburn to the main line of the Intercolonial railway. It was never equipped with passenger cars or freight accommodation. There has grown up at the town of Thorburn a considerable population, and there is a very fine agricultural population within reasonable distance of the railway. In addition, there are along the line of the railway, a large pipe company and several brickyards in operation. The coal company, not being interested in railroad transportation, never went into the business of carrying freight and passengers, and consequently, the public living along the line of railway have not had the con-The venience which a railway affords. late government had before it the proposition, to take over this railway and operate it as part of the Intercolonial railway. The late Minister of Railways looked at the proposition favourably, and an agreement was The board of made with the company. management of the Intercolonial railway recommended to him that an agreement should be entered into with the company Evervand approved of its provisions. thing was done, except signing the document by the minister of the day and the The reason the signatures were company. not attached was because the minister could not act without the authority of parliament, which he proceeded to obtain, and in July last, he placed on the order paper resolutions authorizing him to introduce a Bill which would provide for the ratification of the agreement which had been made with the coal company. The . resolutions were favourably reported upon by the committee of the House, but owing to the dissolution of parliament the le-The matter gislation was not passed. stood thus when my hon. friend took charge of affairs, and I am here to ask him to take some steps in regard to the matter. This at Point Lévis. I have let those contracts. I is not a case similar to many which I know

have been pressed upon him by the owner. of other branch lines of railway in the different provinces. The parties in those cases look forward to a sale to the government and to the receipt of a certain amount of money by way of purchase price or a certain rental in payment of interest on bonds or debts. This proposition does not involve anything of that kind. In fact, the coal company originally had no desire to enter into the matter at all, and the proposition arose entirely at the suggestion of the public who were interested in the operation of the road. My hon. friend can take charge of this railway and give the public a convenience which they have never had in the past without it costing the country a cent.

It is an anomalous thing to-day in the prevailing conditions of railway operations, that the people who live in this town of Thorburn, and the people who live in the country district, drive along the road that runs by this railway for its whole distance of six miles, and are unable to have the convenience of railway operation.

Mr. STANFIELD. They have street cars have they not?

Mr. MACDONALD. No, they have not. The street cars do not run up in that direction, but the towns of Stellarton, Tren-ton, New Glasgow and Westville. Thorburn is situated six miles from New Glasgow in another direction. Such a proposition is not a difficult one for the minister to deal with. It would be necessary for him, however, to introduce some legislation in order to enable him to deal with the road. At my request the late Minister of Railways gave a temporary train service last au-tumn, pending the passage of the legislation, which was stopped in November. and the public have not had the advantage of railway communication in the meantime. I would like to say to the minister that he is not doing anything for us in Nova Scotia in regard to railway matters in any way whatever. He stopped the construc-tion of the branch lines which had been determined upon, but he is not even giving us railway subsidies, although every other province of the Dominion is being treated in a most lavish manner in the subsidy resolutions of which notice has been given. I am surprised that the Premier, who is a Nova Scotia representative and minister in the Cabinet

Mr. COCHRANE. There is a subsidy for Nova Scotia.

Queen's and Shelbourne, running from Liverpool to Milton. That is only for the small distance of 30 miles, and the Canadian Northern people, who have been operating the railway along the shore, have steadfastly refused to build up to it, so that I do not think it will ever be built. That is the sole recognition during this session, of the fact that we have required any railway accommodation in Nova Scotia. I am surprised that the Premier, who ought to be the special representative andguardian of the interests of our province, did not see that we were more generously treated.

Mr. COCHRANE. We gave all that was asked for.

Mr. MACDONALD. You gave all that was asked for?

Mr. COCHRANE. I mean in the way of subsidies.

Mr. MACDONALD. If the minister wanted to be generous, he could have gone on and built the branch line railways which his predecessor had proposed to build. But the minister has cut them out altogether, so that it is no excuse for him to say that he is only giving the subsidies which have been asked for. If my hon. friend had given us railway communication in the districts where it was proposed to build branch lines, by granting assistance to railway companies, if he had been willing to take the bold and proper course of at once giving us communication with the transcontinental systems, he would not have had much difficulty in getting these railway facilities provided. However, that is the unfortunate position we stand in. Now I say to the minister it is not too late for him to introduce a Bill to take up this proposition which can be put through before the House rises. If the minister does not want to pass a Bill absolutely providing for this to be done, let him bring in a measure giving him power to make this agreement and to grant these railway facilities during the coming year. That does not involve any action on the minister's part, beyond the opportunity to look into the matter and come to a decision. As I have pcinted out before hon. gentlemen in this House are apt to forget when we are talking railway propositions in the maritime provinces, and the condition of affairs that exists there, that this is the only directorate we have, and when the House closes, this directorate is absolutely Mova Scotia. Mr. MACDONALD. Yes, a renewal of an old one, which is in the constituency of he wants time to look into this matter, let him accept my suggestion and introduce a Bill containing power to take over this line at any time on conditions that are satisfactory to him and we on this side of the House would support it.

Mr. COCHRANE. If we give the same service as last year will it be satisfactory?

Mr. MACDONALD. The minister will see there was a difficulty which existed at that time, and which has existed all along. That was the question of the legal rights that might be involved in the operation of a railway to which they had no title. All I am asking the minister is to pass a Bill giving him power to do this, and if he does not see fit to act upon it he need not do so. There may be a question about a death that occurred on the road, or a collision, or something of that kind, as to which the question of the responsibility of the minister may arise unless he had the authority of parliament. I will ask the minister to give the proposition serious consideration.

Mr. COCHRANE. I do not like to promise to take over any railway. I do not wish either to cast any reflection on my predecessor in any shape or form, but I have not yet been able to go into this agreement and decide the claim that has been made, although a deputation recently waited upon me in reference to the matter. I will, however, take it up and deal with it as soon as possible. I think there is an understanding between the two leaders that no more new legislation shall be introduced this session, and I have not sufficiently studied the question to determine what action should be taken. I have no hesitation in promising that we will facilitate accommodation to the public there as much as possible during the coming summer, until we come down next fall with a definite policy as to what we can do in regard to the whole of all the branch lines, and propose legislation to put it into effect.

Mr. MACDONALD. I am glad to see that the minister is disposed to take a favourable view in regard to matters generally, but there is a question of law which will necessarily arise. The service furnished last year was a passenger train running four times a day. A freight service is equally as important and necessary to serve the industries along the line and others that may be established. I do not propose to the minister that he should pass a Bill which would transfer any rights, but I would ask him to take power to deal with it. I can assure the minister that I would represent matters to the leader of the opposition and ask him to facilitate the passage of such a Bill if it were introduced.

Mr. MACDONALD.

Mr. EMMERSON. With respect to this item, the minister has said that he called for tenders twice, and that the reason he did not accept any of the first set of tenders was that they were too high. He has given us the figures with respect to the second set of tenders, and I think we are entitled to the information with respect to the first set, in order that we might form some judgment as to the comparison. I had hoped that the rumours which were being circulated were entirely unfounded.

The rumours were to the effect that when Mr. Summer came home and found that an outside firm were entitled to the contract, he immediately wired to the minister raising a strong protest, and the matter was held up. I am not complaining with regard to Mr. Sumner securing this work so long as even-handed justice is dealt out to all concerned. Mr. Sumner can do the work well. While a strong supporter of the present administration—having been, indeed, the candidate in the interest of the Conservative party against myself in 1908—it is only within two years that he did a job of work amounting to quite a sum for myself, and gave every satisfaction.

Mr. COCHRANE. We have sent for the other tenders.

Mr. EMMERSON. Then, we shall have a statement with respect to the whole transaction. I know that Mr. Sumner thought that because he was a strong supporter of the government and had been a candidate he should have this particular contract, it being in the city of Moncton. And I say, I make no complaint as to his securing the work, but I think that there are others who tendered who are entitled to know the exact circumstances. I hope the department is not being run—as has been frequently stated to be the case in this transaction for purely partisan ends. I fear we are going a little too far in that direction. I notice that the Railway Committee in appointing a sub-committee did not appoint a single member of the opposition on that sub-committee. This is the first time in the history of this parliament, I believe, when a committee was appointed without a representative of the minority in its membership. It was a committee on the Bill relating to the Grand Trunk, and it seems to me nothing short of an outrage, and if that sort of thing is being followed in the Railway Department, an injustice is being done not only to this parliament but to the government itself and to the country at large. I mention this because it comes in with other matters. I am glad that the Chairman of the Railway Committee is not responsible for this, as he was not pres-ent. It is characterized as an outrage and I think well characterized.

Mr. LENNOX. I am not familiar with the matter the hon. gentleman (Mr. Emmerson) has referred to. I presume that it is something that took place yesterday when, as has been said, I was necessarily absent from the committee. I know nothing of the facts, but assume that they are as the hon. gentleman states them. I do not know the reason for the action taken. I may say that so far as I am concerned, I have not known politics in that committee. I mean that in the broad sense—

Mr. EMMERSON. I acquit the hon. gentleman (Mr. Lennox) entirely.

Mr. LENNOX. Not only have I not used any political effort on my own part but I have seen none on either side. The committee has been most satisfactory; everybody has been endeavouring to work in the best interest of the committee and of the public; and I should be very sorry to have anything occur that would prevent the continuance of the feeling that we are altogether free of politics.

Mr. EMMERSON. Let me say in explanation that in the absence of my hon. friend (Mr. Lennox) the hon. member for Lincoln (Mr. Lancaster) was the acting Chairman. A Bill relating to the Grand Trunk railway was referred to a sub-committee and the acting Chairman stated that he would appoint a committee in conference with the Minister of Railways and Canals.

Mr. COCHRANE. No, he didn't.

Mr. EMMERSON. He may<sup>#</sup> not have done it. At any rate he appointed a subcommittee, and of that sub-committee not a single member was selected from the minority in this House. If in a matter of this kind, a matter of private legislation, this is to be the course pursued, I think it is carrying political partisanship to the verge, I might say, of criminality.

Mr. STANFIELD. Was his attention called to it?

Mr. EMMERSON. He made the appointments. I only learned of it a few minutes ago.

Mr. STANFIELD. I do not think it was done intentionally.

Mr. EMMERSON. The usual practice is to select the majority of members from the government side of the House and the minority from the opposition. In fact, that is a rule that goes without saying, and this is the first time in the history of this parliament, so far as I know, when that rule has been departed from.

Mr. LENNOX. If I may be permitted again, I would suggest that the discussion of this matter be left until the hon. member for Lincoln (Mr. Lancaster) is in his

place. I assume that he has valid and sufficient reasons for what he has done. In appointing sub-committees—there have not been a great many—I have endeavoured not only to apportion the memberships between the two parties, but to appoint those who in the committee have taken an interest in the question.

Mr. EMMERSON. No complaints against my hon. friend (Mr. Lennox).

Mr. LENNOX. I think this matter might be left to be brought up again when the hon. member for Lincoln would have an opportunity to deal with it.

Mr. CARROLL. On these estimates of the Intercolonial railway I desure to call the attention of the minister to some facts concerning the constituency of South Cape Breton, which I have the honour to repre-sent. When the resolution in favour of taking over branch lines went through this House about a year ago, it was understood that the line running between Port Hawkesbury or Point Tupper and the town of St. Peters would be a branch of the Intercolonial railway and that it would be The extended to the town of Louisburg. harbour of Louisburg is one of the best on the Atlantic coast and is open the year round. I understood, too, that it was probably the intention of the government to extend the line to the city of Sydney, the present eastern terminus of the Inter-colonial railway. Nothing has been done in the meantime. And I understand from the Minister of Railways (Mr. Cochrane) that the question of taking over the branch lines will not be taken up this session, but will be considered during the summer and action taken probably next fall. I understand also that it is the policy ofthe government to take over only branches that would pay their way. In the mean-time, perhaps, there is a way out of the difficulty. We in the town of Glace Bay, a town with a population of 20,000, and the people in the town of Dominion numbering source in the town of Dominion numbering about 5,000, in fact all the country from Sydney to the town of Louisburg, with a population of 50,000, have scarcely any connection with the Intercolonial railway. There is a railway between the city of Sydney and the town of Louisburg, the Sydney and Glace Bay railway, controlled by the Dominion Coal Company. The merchants in the towns of Dominion, Glace Bay, Port Morien, Dominion No. 6 and Louisburg have practically to pay double freights upon all the goods they bring into these districts.

They have to pay the Intercolonial railway freight into Sydney, and an almost equally large freight to the Dominion Coal Company railway, from there to Louisburg. I do not want to blame the Sydney and Louisburg Railway Company for this,

because it is only natural that they want to get some money for the freight they But I think the minister would carry. be able to find a way out of the difficulty. The Sydney & Louisburg Railway Company are not particular, as I understand, about carrying passengers or freight, it is purely and simply a coal carrying road, and it carries as much freight in one year for the size of the road as any other road in Canada, indeed I think more. It has an Canada, indeed I think more. It has an excellent bed, I am told by experts that this Sydney & Louisburg railway has one of the best road-beds of any railway in Canada. I think if the Dominion Coal Company were approached in this matter that some agreement might be entered into between this government and the coal company, whereby the trains of the Intercolonial railway might be run direct to the town of Louisburg, thus accommodating a population of about 50,000 people who are at the present time encumbered with high rates, and so far as carrying passengers is concerned, the road is of not much mater-ial use to them. I understand this road has been subsidized by the Dominion gov-ernment. I do not know, perhaps the Railway Commission has not jurisdiction over this road as to take running rights. But I believe—I have no authority of the Dominion Coal Company to say this—but I believe it would be in the company's own interest if they would take kindly to the approaches of this government, if those approaches were made in the line of allowing the Intercolonial railway trains to run into the town of Louisburg. I believe, too, it would be a paying proposition for the Intercolonial railway. In the winter months the harbour of Sydney, as we were told in this House the other night, is frozen over for a couple of months in the year, and there is an immense traffic at the present time between the island of Newfoundland, whose industries are being developed to a great extent. As a matter of fact it is the intention of the Reid-Newfoundland Railway Company to put on a daily service between Sydney and Louisburg, which is their winter port, and the island of Newfoundland. All the freight will go that way, and the Intercolonial railway, if it were carried to the town of Louisburg, would capture all this freight and all the passenger traffic, and in the meantime would be an immense convenience to the people of the district and a great saving to the merchants. I realize that this will perhaps take some time, but I cannot too strongly impress upon the minister and his department the necessity of doing something to relieve those people in that part of the country. If the matter takes some time, and if, as I suppose the government has no control over this line, and if the minister fails to make any

agreement with the Dominion Steel & Coal Company with reference to obtaining running rights over this road, I think there should be some method of doing it inasmuch as this road has been heavily subsidized by this government. Then if all these things fail, I want to tell the minister that something should be done so that the people in the vicinity of Glace Bay and the town of Dominion may be able to make connections with the morning train from Sydney. At the present time, if a person in the town of Glace Bay or any of the mining districts around Sydney wants to take the morning train, they have to leave their homes in the evening and go into Sydney and remain there all night. I think there is a way out of this difficulty. There is a crossing at a place called the Sydney and Glace Bay car barns, at which the tram-way line from Glace Bay might make consydney in the morning, if a stopping place were made there. I would like the minister to make a note of the fact that it would somewhat relieve the inconvenience to the travelling public if a siding were made at the car barns to the Sydney and Glace Bay railway, in order that the passengers might make connection at this place without leaving their homes the evening before. In addition to this big convenience to the travelling public, it would be a great convenience to the commercial public of that place, because at the present time the mails have to leave that district in the evening in order to be at Sydney in time to take the morning express to western points. I want to ask the minister to take this into consideration. Of course, we are in hopes that when he has had sufficient time to consider this question of branch lines, this St. Peter's road will be taken over by the In-I believe it will be a paying proposition, because we have the population, we have the freight, we have the undeveloped mineral resources in that part of the country. But in the meantime I want the minister kindly to take up this question of giving running rights over the Sydney and Louisburg, and if that takes too long, then would he please see that the Intercolonial trains are made to stop at the Car barns in Sydney in order to make it convenient for the people of the mining districts to get to the train in the morning, and also make it convenient for the people of that district to get their mails to Sydney in the morning in order to take the western express for Halifax.

Mr. MACDONALD. I would like to ask the minister what is the position of affairs in regard to the application which

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Mr. CARROLL.

I understood was made to transfer the branch, as it is called, rather than line, between Truro and Stellarton, from its present division to the other division?

Mr. COCHRANE. There has been some investigation, but no report has been made yet.

Mr. MACDONALD. Will a full opportunity be given to hear not only the men on the New Glasgow and Oxford division, but the protests of the steel owners of New Glasgow?

Mr. COCHRANE. All interests will be heard.

Mr. SINCLAIR. Will provision be made in the supplementary estimates for a branch line from Sunnybrae to Guysborough?

Mr. COCHRANE. There is provision made for a survey. I have told the hon. gentleman twice that we intend to investigate this matter during the coming summer.

Mr. SINCLAIR. I would like to say to the minister that the survey has been pretty nearly completed.

Mr. COCHRANE. The contract has been let.

Mr. SINCLAIR. A great deal of money has been spent by the local government of Nova Scotia and by the two companies who projected that road on surveys. I am informed that the road has been surveyed from the town of Guysborough to Melrose in the district of St. Mary's, and from the cross roads of Country harbour to the deep waters of Country harbour. It has also been surveyed, and plans I presume are in the minister's possession, from Melrose to Sunnybrae, and by the East river to St. Mary's. The only link that was unsurveyed was from Melrose by West river to Sunnybrae.

The surveyors were working on that link at the time my hon. friend assumed his present position and if they had been allowed to continue they would have had it completed before this date. I regret that the minister has not seen fit to :eplace the \$1,000,000 placed in the estimates by the late government to build this branch. On the occasions on which we discussed this matter during the present session, the minister made certain excuses for not building this road, and if these excuses are to be acted upon he will not build the road at all. He said that unless the road would pay running expenses, and interest on the capital, he would not feel at liberty to recommend its construction. I pointed out that it was not reasonable to expect a road of this character to pay running ex-

perses and interest on the capital from the very start and that very few roads in Canada had done that for some years after construction. His next excuse was the question of route. He need not worry too much over that question. The policy of the late government was, that the engineer should decide the best route and representing that district I would be glad to accept the decision of the engineers provided it gives the most level and the shortest route. The engineers were working to determine that when my hon. friend discharged them a few months ago. When a delegation from Nova Scotia interviewed the minister,-gentlemen prominent in his own party-I understand that he told them, that unless ten carloads of fresh fish could be guaranteed every day for the Montreal market, he would not undertake the construction of the road. I pointed out then that the Montreal market together with the Quebec market and the others along the route could not consume one-half of ten carloads a day so that excuse is also unreasonable.

I am sorry the Prime Minister is not here because he took strong ground in regard to the construction of this line when he visited my county prior to the election in the effort to secure the votes of the people of Guysborough for Mr. Rowlings, the Conservative candidate. He said:

The people of Halifax county, as well as those of Guysborough county, and those of other counties in the province of Nova Scotia to which allusion has been made, have, it seems to me, fairly good reason to complain that 'their interests in respect of railway development, have not been properly attended to in the past. And especially is this true of the last fourteen years, when the coffers of this country have been filled to overflowing, according to the boasts of honourable gentlemen on the other side, and when alarge projects of development have been undertaken. The Minister of Railways and Canals says that great projects had been undertaken and are being undertaken today. In that connection, I have just this word to say: If the resources and revenues of this country are great enough to build 1,400 miles of railway through a practically uninhabited country between the city of Quebec and the city of Winnipeg (Grand Trunk Pacific) it seems to me, there is good reason for complaint on the part of the people of at least half a dozen counties in the province of Nova Scotia, that the Intercolonial railway has not been developed and carried into these counties.

The Guysborough 'Times,' commenting on this says:

From the above it is clear that the electors of Guysborough county will have everything to gain in strengthening the hands of a man with these views and make him Premier of Canada at the first opportunity. Mr. Borden is personally aware of our needs in Guysborough county. The same cannot be said of the leader of the present government who has never visited the county of Guysborough in his life.

What are the facts? Sir Wilfrid Laurier who never visited Guysborough in his life, placed \$1,000,000 in the estimates last year for the construction of this line.

Mr. COCHRANE. It took 15 years to do it.

Mr. SINCLAIR. And Mr. Borden who lives next door to Guysborough and is a Nova Scotian himself and who has tramped over the ground and knows the needs of the people of that county, struck his pen through the million dollars and struck it out of the estimates altogether. The Prime out of the estimates altogether. Minister called attention to the fact that the coffers of the country last year were over-flowing. They were not as full as they are to-day, if we are to believe the statement of the Finance Minister. The surplus is much larger than it was when this statement was made by the present Prime Minister. He says that large projects have been undertaken. Was there ever a time in the history of Canada when the projects that were undertaken were so large as they have been within the last few weeks? Look at the list of subsidies my hon. friend intends to ask us to vote in a few days, they are extraordinary, some of them almost inexplicable. Take for example the subsidy to the province of Ontario for the road from North Bay to Cochrane. Why should this government subsidize that road?

Mr. COCHRANE. Why not?

Mr. SINCLAIR. I understand that subsidies are given to railways for the purpose of having them constructed, that if a railway can be built without a subsidy, if the proposition is so good—

Mr. COCHRANE. I am perfectly willing to give your government the same bonus if they will build the road you are speaking about.

Mr. SINCLAIR. That is worth something.

Mr. COCHRANE. Or any other provincial government. I will adopt that policy.

Mr. SINCLAIR. I am pointing out that the reason for giving subsidies in this country has been the promoting of the construction of railways but here we have the case of a railway already constructed going through such a rich country that it is a paying proposition, as I am informed, and that last year it paid its running expenses and the interest on the bonds that built it and paid a large sum into the Ontario treasury besides.

Mr. SINCLAIR.

Mr. COCHRANE. It didn't do anything of the kind.

Mr. SINCLAIR. Is that not true?

Mr. COCHRANE. No.

Mr. SINCLAIR. Then I stand corrected.

Perhaps my hon, friend will tell us the truth about it. It will be found at all events that it is a good proposition, and that there is no necessity for giving any subsidy to the province of Ontario on account of that road.

Mr. BLAIN. Is my hon. friend opposed to that?

Mr. SINCLAIR. I certainly am opposed to it; I do not think it is justifiable at all in view of the fact that there are so many places in Canada where it is impossible to construct the necessary railways in order to develop the country. It is simply giving a present of nearly two million dollars to the richest province in this country.

Mr. COCHRANE. It has been the policy of this government all along to give subsidies to railways.

Mr. SINCLAIR. I could understand my hon. friend offering a subsidy to a province to construct a railway if the railway was not constructed, but here is a railway that is already constructed and after it has become a paying proposition he gives it a subsidy. Suppose that the Canadian Pacific railway was first built without **a** sub-sidy, and that after it had rolled up millions of dollars until it had got to be, as it is to-day, one of the largest and richest corporations in the world, it should come to the government and say: You never gave us a subsidy and, therefore, you ought to give us one now; what would be thought of such a proposition? Nevertheless, it would be just as reasonable as the proposition to give this money to the government of Ontario. The present government have been very liberal to other provinces in Canada; they have been liberal to Manitoba, and they are now becoming liberalto Prince Edward Island, but how does it happen that in all these provinces to which they are granting large sums of money, the local governments are in political sym-pathy with the government at Ottawa? It has come to this, that a province of Canada cannot get fair treatment unless the government of that province be of the same political party which dominates at Ottawa.

Mr. SUTHERLAND. Does the hon. member consider that it was fair-play to the province of Ontario to refuse it this subsidy in the past, when Ontario was paying its fair share to the building of other railways in Canada? Mr. SINCLAIR. It was not the policy of any federal government in this country ever to give subsidies to a local government for the building of railways.

Mr. CROTHERS. I beg your pardon. The federal government gave to the Quebec government \$12,000 per mile for the road from Montreal to Ottawa.

Mr. MACDONALD. When?

Mr. COCHRANE. Several years ago.

Mr. SINCLAIR. That road was not built by the province of Quebec, it was built by a company. The principle was laid down by the late administration that it was not a wise thing to encourage provincial governments in Canada to embark in railway building. It was not because of discrimination against the province of Ontario that such a policy was adopted, and gentlemen opposite cannot even get the consolation that it was a discrimination against their party because the Liberal party was in power in Ontario, when the subsidy was refused by the Liberal government at Ottawa.

Mr. MORPHY. Does the hon. gentleman object to the government giving a subsidy of \$6,400 per mile to a railway in his county?

Mr. SINCLAIR. Certainly not. It has always been the policy of the Dominion government to grant a subsidy like that. The late government voted a subsidy for a railway in my county, but no company could be found to build the road, and then the branch line policy was announced by the late government, and it is a proper policy with respect to those lines along the Intercolonial railway. This is not a party question.

Some hon. MEMBERS. Oh.

Mr. SINCLAIR. I mean this question of giving fair-play to the county I represent as distinguished from the county represented by the Prime Minister, should not be a party question. When this question was brought before the late government, the Minister of Railways of that day was big enough to treat it without looking at whether a Tory or a Grit represented the county. He looked over the map of eastern Nova Scotia and he found that in order to give railway accommodation to one hundred and fifty miles of territory with forty thousand people, it was necessary to build two tranches. He laid down one branch in the county of Halifax, represented by the Prime Minister and Mr. Crosby; he made no question as to whether thew were Liberals or Conservatives; he laid down the other branch in the county of Guysborough, and I venture to say before every Nova Scotian who confronts me that there is not

a man in this House who will say that the proposition to build a line into the county of Guysborough is not a better and safer financial proposition than the building of a line ending in the woods in the county of Halifax. I think that will be admitted by everybody. But what does the present Minister of Railways do? He finds a million dollars provided by the late government for each of these lines of railway, and he strikes his pen through the line for the county of Guysborough because forsooth, the county of Guysborough ventured to send a Liberal to this House at the last election. That is the only reason and the Minister of Railways might as well tell the truth about it.

Mr. COCHRANE. That is absolutely untrue.

Mr. SINCLAIR. There is no other reason he can give, and if he can, I hope he will get on his feet and give it. The county of Halifax is pretty well provided with railways now in certain parts. T quite admit the eastern part of Halifax requires development, and I voted for developing it before, and I will vote for it again. But why does the Minister of Railways discriminate between the county of Halifax and the county of Guysborough? Is it not simply because the of county Halifax is represented by the Prime Min-ister? That is the reason. There is a verse in the Bible that says:

Unto him that hath shall be given and to him that hath not shall be taken away even that which he hath.

I could paraphrase that to suit the present occasion some way like this:

To him that hath a political pull shall be given, and to him that hath not a political pull shall be taken away even that which he has.

Mr. MACDONALD. I congratulate my hon. friend from Guysborough (Mr. Sinclair) upon the manly way in which he has asserted the rights of his county, but I do not think he is going to make any impression on the Minister of Railways. The minister has made up his mind that he is not going to build this railway.

Mr. COCHRANE. I did not say so.

Mr. MACDONALD. Well, the excuses he gives are so very poor that it does not require a very good judge of human nature to be able to come to the conclusion that he does not intend to build that railway. If he is going to build it I do not see why he does not tell the hon, member for Guysborough so, and we would be all satisfied. I think we are right in assuming that the minister does not intend to build this railway.

Mr. COCHRANE. Does it comfort you any to think that?

Mr. MACDONALD. Well, the Minister of Railways is not only disappointing me and disappointing my hon, friend (Mr. Sinclair), but he will be disappointing a good many Conservatives if he does not build this road. The 'Free Lance,' the Conservative newspaper in Westville, 

Nova Scotia has been treated supercilious-ly in the past, and has been 'patronized' long enough by the long-eared parlia-mentarians of Ontario. What we want in future is fair recognition, and a fair share of the railway construction appropriations, If the hon. R. L. Borden wishes to make himself solid in his own province he can only do it so far as those parts are concerned by getting the Guysborough railway under way forthwith.

Here is a friend of my hon. friend who says in no uncertain language just where the Conservative party stand down there. They suggest that my hon. friend is fooling with this thing, that when tenders were called for by the late government a Grit got the contract, and he had to be got out of the way. I admit that the Minister of Railways, when he makes the state-ment that he is not going to build this railroad, will have in mind the idea that when he gets a proper contractor and things will have righted themselves, he will do something. But if my hon. friend would only say so, we would know where we are. He will probably satisfy the gentleman who wrote this article. However, nothing is to be done; everything must wait for another year and then, if my hon. friend the Minister of Railways is in good humour, and he gets his little deal made, he may do something.

Mr. COCHRANE. Is that fair-a little deal?

Mr. MACDONALD. My hon, friend has not been Minister of Railways long enough to enable us to judge whether he is a man that makes deals or not. We will see next year. My hon. friend has stopped the construction of a great public work in Nova Scotia which the Liberal party inaugurated, for which they called for and accepted tenders, which there was no reasonable justification for my hon. friend not going on with, and now we are told that absolutely nothing will be done this year. He has in the estimates a vote of \$80,000 to pay for surveys which have been made on that road, and he has ample material in the department to enable him to decide where to build it; but he is not going to build it, at any rate this year. I am sorry for the hon. member for Guysborough and for the editor of this paper, and I am sorry for my constituents. They will realize, those if they were in power to-day. They called among among them who were foolish for tenders, it is true, but the thing was

Mr. COCHRANE.

enough to vote for my opponent, that if they had their way, they would have had another gentleman sitting here accepting from the hon. gentleman the refusal to carry on this work, and not able to give to his friends any justification for that refusal. I am surprised that hon. gentlemen coming from Nova Scotia sitting be-hind the minister, and who know the im-portance of this work, realizing that we are going out of this session without provision being made for a dollar's worth of railway construction in Nova Scotia, will have to go home and apologize next year for nothing having been done.

Mr. RHODES. One not knowing the hon. member for Pictou (Mr. Macdonald) and the hon. member for Guysborough (Mr. Sinclair), would imagine that they One not knowing the were highly indignant, judging from the tones of their voices in speaking of rail-way construction in the province of Nova Scotia. But let us look calmly at the facts for a moment; and perhaps I might preface my remarks by saying that I yield to no man in this House on either side of Nova Scotia, representing the province of Nova Scotia, in admiration for that prov-ince and in the desire to do all I can to further its interests. The hon, member for Guysborough was one of the eighteen solid Liberals who sat in this House in 1904 when millions of dollars were voted by parliament for the construction of a National Transcontinental railway which touched every province in the Dominion save the province of Nova Scotia, barring only the province of Prince Edward Island, which could not be reached by a transcontinental railway. He and his colleagues supported a government which governed this country for 15 long years and went out of power on the 21st of September last, leaving not one foot more of railway in the province of Nova Scotia than when they came into power so far as transcontinental railways are concerned: so that the very condition which these gentlemen complain of is due entirely to the apathy of the government which they themselves supported in season and out of season from 1896 to 1911.

Those who know the conditions know perfectly well that the construction of the railway in the province of Nova Scotia railway in the province of Nova Scotla known locally as the Eastern railway, has been used as a political football by the Liberal party for years. It has been used in election after election in the county of Guysborough. I say on my responsibility as a member of this House that I do not baliant that it was cariously contemplated believe that it was seriously contemplated by the Liberal administration to speedily construct that line of railway, and I believe that it would be no further ahead

railroaded through on the eve of an election. The Minister of Railways is to be congratulated on not scrambling to construct a railway which would have to serve for years to come. It would be better for the county of Guysborough to be without the railway for a year or two in order that it may have ultimately the best kind of railway that can be constructed. The minister is to be commended for the stand he has taken; and if the conditions warrant the construction of the railway, as I believe they will, the people of Guysbcrough will get some measure of justice, which they failed to receive from the Liberal administration. It is not my desire to introduce petty politics into the discussions of this House; but in view of the course of hon. gentlemen opposite to-night and on former occasions, I could not retrain from placing the conditions frankly before the committee.

Mr. GRAHAM. I am sorry that my hon. friend who has just taken his seat has seen fit, in his heat—

Mr. RHODES. No heat at all.

Mr. GRAHAM—to cast reflections on the motives of the government lately in office and particularly of myself in yielding to his desire and to the urgent and stremuous desire of his leader. now the Prime Minister, to proceed with this railway as one of the works in Nova Scotia. My hon. friend, who usually discusses things calmly, will remember that at a previous session of parliament a motion was made by the hon. gentleman who sits behind me in reference to the building of branch lines in the maritime provinces. If he will take the pains to look over that discussion, he will find that in addition to the admirable speech made by the hon. member for North Cape Breton (Mr. Mc-Kenzie), the present Prime Minister, then leader of the opposition, made a very strong speech, and one of the projects that he urged should be undertaken without delay was the very railway which has not been provided for in the estimates this . year.

Mr. RHODES. That is all right, I approve of that too.

Mr. SINCLAIR. How do you justify it?

Mr. GRAHAM. And he rather criticised me on that occasion for not proceeding more rapidly. If my hon. friend will look up the discussion he will see that while I, in my reply, took a general view of the situation, the leader of the opposition, now the Prime Minister, insisted that theory should stop and action begin. In pursuance of the universal desire of this House items were placed in the estimates for two branches of this road, practically two branches of the same line.

Mr. COCHRANE. Two branches of the same line?

Mr. GRAHAM. We call them two branches, not of the same line, but eventually they would have served a common territory when fully completed. The insinuation of my hon. friend (Mr. Rhodes), that there was no intention to proceed with this work is certainly, I think, altogether uncalled for.

Mr. RHODES. I would like if I may be permitted to correct the hon. gentleman. I did not say that the government would not proceed, I said, and I think 'Hansard' will bear me out to-morrow, there was no intention of proceeding with such rapidity at that time.

Mr. GRAHAM. My hon. friend left the impression on my mind that the government had no serious intention of proceeding with this work.

Mr. RHODES. No, I said at that time.

Mr. GRAHAM. Well I assure him that the work would have been proceeded with without any interruption under the estimate passed by this House, and there would have been no delay in awarding the con-tracts and having both these lines proceeded with so far as the surveys would permit. There was a portion of this line over which there was some difference of opinion, and the contract for that portion would not have been let until that matter was settled. So far as the balance was concerned, as to which there was unanimity of opinion, the work would certainly have been allowed to proceed, and so far as the surveys are concerned there is just as much information about this line as there is about the one which figures in the estimates, or nearly so-at least that portion of it to which I refer. Now, this question of branch lines should not be discussed in a partisan way. I have tried not to discuss them ever in that way, and the remarks of the present Prime Minister, when leader of the opposition, had just as much weight with me as any per-son on the then government side of the House. And why not? These are business propositions, and should not be dealt with as political propositions.

Mr. RHODES. Hear, hear.

Mr. GRAHAM. In compliance with the urgent resolution introduced by my hon. friend who sits behind me, and so strongly supported by all the members of the maritime provinces; when preparing estimates for the beginning of this work of branch lines, one of the first lines provided for was a line in the county at that time represented by the then leader of the

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opposition, and also this line in the county of Guysborough, and particularly as the then leader of the opposition referred to the Guysborough line as one that ought to be constructed, speaking at the same time of the splendid harbour at what is known as County Harbour, and giving that as one of the reasons for proceeding with the work.

Mr. COCHRANE. If the surveys were equal in both cases, why did not the hon. gentleman go on with both lines?

Mr. GRAHAM. I have already said the surveys for a portion of the line were just as complete as for the other, but there was a portion as to which there was not unanimity of opinion, and the contract for that portion could not be let until that difference was settled. As to the other portion there was no reason whatever for not proceeding with it. Now as to branch lines, it is all very well for us in some parts of Canada to sit down and say: 'Branch lines, or a line of railway, must only be built where it will pay. That would be called business, but it is not business in every respect in all parts of Canada. Had the Ontario government of a former time concluded that they could not build a railway except one that was sure to pay, what is known as the Timiskaming and Northern Ontario rail-way in this province would never have been constructed. It was, I think, true when that railway was first conceived there was in the northern part of this province nothing like the wealth that has been discovered since, in fact friends of the hon gentlemen opposite threw cold water on that project as a government scheme in the first place. It was conceived more as a road for the opening up of the clay belt that was then known to be in that part of the province, and the 'unbounded wealth which has since been discovered was unknown at that time; and I say again, had the Ontario government, then in power, waited till they were sure that this road would be of such immense value as a railway, it would never have been constructed. But it is a fact in matters of transportation either by water or rail that, say what people will, that these methods of transportation create their own traffic, if there is anything in the way of natural products or artificial industry to assist them at all. Now take the branch lines again in the maritime provinces. It is a very large question. If the government is to say that no branch lines shall be constructed, or no branch lines shall be taken over, except those that will pay interest on the investment, then there are few branch lines

Mr. GRAHAM.

anywhere in the maritime provinces that can be taken over, and few that can be con-structed. But does not the Dominion of Canada stand in a position where it ought to take another side of the question and keep another view in mind, and that is the accommodation of the people. It has often been said that the Intercolonial railway has not paid. Neither it has. But, Sir, my study of the Intercolonial railway, and I have made some study during the last few years, is that it has been a good investment for the Dominion of Canada and has given us a service equal to any other road in this country and the people have had the benefit of that service. It is often said that the rich province of Ontario has paid too much towards the keeping up or the Intercolonial railway. I say not a bit of it. As a representative from the province of Ontario, I say that during the past years, since confederation, no province has reaped perhaps a greater indirect benefit than this province, through the running of the Intercolonial railway. It has served to carry our products from the west to the east, and our goods from the seaboard to the west, and we in Ontario have had the benefit of the lower rates that have been in existence, not only on the Inter-colonial railway, but on other roads because the Intercolonial railway was in existence as a government road. I have come to this conclusion, after giving it some serious thought, and I recommend it to my successor for what it is worth: In dis-cussing the branch lines question—that is for construction, or lease, or purchase—the first object ought to be the accommodation of the people who have settled where there There are is no railway accommodation. railways now in the maritime provinces on the verge of ceasing operations; some that were in operation have ceased operations. I would consider it my duty to take those in the first place, before I would the ones that were giving good accommodation to the people.

Mr. COCHRANE. Why did you not do that when you were in power so long?

Mr. GRAHAM. Why did you stop what we tried to do? I am trying now to discuss this matter without any political bias, and I hope my hon. friend will get into the same frame of mind, because I could put a political complexion on it, if I so desired. But this is for the benefit of the people, and not for the benefit of any political party. What has or has not been done, is not the question now before this House. I was speaking of what I think ought to be the attitude of the government 5633

in approaching this branch lines question. For some months I did endeavour to come to an arrangement by which the majority of these lines, or a large number of them, might be taken over and placed under government control and government operation. I say frankly, not that I thought the government or the Intercolonial railway, for the present at least, would profit by that. But as a matter of fact, there is a profit side to it as well. While the Intercolonial might not at the present time profit by it from the business standpoint, the other view ought to be taken for a moment and that is, what might the Intercolo-nial railway lose if some other roads secured these branch lines.

Because, sooner or later, these branch lines will be absorbed by some railway in the maritime provinces and in Quebec. And if the Intercolonial railway is to keep the trade she has, she must not allow other railways to get possession of the branch lines. But that is diverging a little from the subject. What I want to say, and say strongly, is this: While we are aiding and building railways in the west-and properly so-it is our duty to give the people whom we are bringing into this country railway accommodation. We ought not to forget that in the eastern part of Canada we have families who have been there for many generations and who have had no railway but the trunk line of the Intercolonial railway; and, unless other railways are to be allowed to come in and take possession of these branch lines and build others, it is the duty of the government to see to it that the people of eastern Canada have proper railway accommoda-tion, whether that investment gives any return to the country or not. I desire to make it clear that my opinion is that the first duty of the government is to give the people railway accommodation. If in doing so they can make a profit, well and good; but the making of a profit by building or leasing these lines ought to be the second consideration and the accommodation of the people the first.

Mr. MORPHY. The hon. gentleman (Mr. Graham) did not make it quite clear to me, and I would like to ask him if he objects to the payment of a subsidy of \$6,400 a mile to the Timiskaming and Northern Ontario railway in the province of Ontario?

Mr. GRAHAM. When we come to a discussion of the subsidies, I shall likely be found making a remark or two, if I am in my place, as I hope to be. I do not wish to diverge from the subject we have now under discussion further than I have already done, which, I confess, is at some distance. But at least I have carefully

avoided the discussion of subsidies, that being a subject which we have not yet reached.

Mr. McCURDY. The hon. member for Pictou (Mr. Macdonald) expressed surprise that the member sitting directly behind the Minister of Railways should support the government in their policy with re-gard to railway building in Nova Scotia. In reply to this observation I may say that I have confidence in what will be accomplished in railway development by the Borden government. I am not particularly interested in the partisan viewpoint of some hon. members opposite who have been discussing the question to-night, but I am interested very much in the development of the province of Nova Scotia, because I feel that it is par excellence a province well worth developing. I am solidly in support of the views advanced by some preceding speakers, and which I have before put forward in this House, to the effect that the Intercolonial railway, being the only trunk line operating in Nova Scotia, must necessarily provide for accommodation for outlying districts in that, province, because otherwise these districts must go without railway accommodation. Short lines and small companies cannot operate to advantage. It was, I think, the lure of being removed from the unenviable position of being the only 'mainland' province in Canada not served by the Transcontinental railway that caused the electors of Nova Scotia in 1904 to return a delegation of a solid eighteen Liberal members the Grand Trunk Pacific to support policy. The hungry province was for transcontinental railway connection. These eighten members sat out their term of office and nothing, so far as Nova Scotia was concerned, was accomplished in the way of increased railway accommodation.

Mr. McKENZIE. Will the hon. gentleman permit me a question?

Mr. McCURDY. In a minute—yes. The hon. member for South Renfrew (Mr. Graham) has urged the necessity of the present government acquiring the branch lines. It is a matter of record that during the tenure of office of the late administration, the most valuable branch line in Nova Scotia, and possibly the only one which was in profitable operation, was allowed by the late administration to go past their door and fall into the hands of a private railway company. I have said that the late government did not build any railways in Nova Scotia. Certain contracts were signed in 1911, but no railway was constructed by the late Dominion government. The party opposite sat on the treasury benches' for 15 years; and I am surprised that some members of that party now in this House are ready to put forward the assertion that it is only a coincidence-that within two or three months of the time when the local Liberal Nova Scotia government was to die 'by effluxion of time, the announcement should be made that the Dominion government was at last going to do what it should have done years before, namely begin the building of branch lines in Nova Scotia.

I have the utmost confidence in the programme of the present administration. We do not wish to hurry unduly—it is some-times well to make haste slowly. We have had certain developments and facts borne in upon our minds lately which seem to teach us the advisability of not rushing into large expenditures and extensive railway construction before having proper surveys made and proper estimates of cost. It is the part of wisdom to learn from experience; and it seems to me that the experience we have dearly purchased in connection with the large contracts for construction of the Grand Trunk Pacific, we may well lay to heart, and in our fur-ther railway development not hurry too much. That seems to be the case in conmection with the complaint of the hon. member for Guysborough (Mr. Sinclair)— the information was not sufficient, the surveys are not complete, and it is well not to rush into large expenditures unless we see where we are going to get off at.

Mr. SINCLAIR. My hon, friend from Cumberland (Mr. Rhodes) seemed to indi-cate that there was too much surveying done on the branch line into the county of Guysborough.

Now, his proposal appears to be to go. ahead and have some more surveys. That is the only remedy he gives us. He says that for the past twenty years this pro-posed railway has been used as an election dod'ge, and that surveying has been done from time to time for that purpose; and. therefore, as we are now in power, we will go on surveying-notwithstanding the fact that the results of all the surveys made are in the possession of the government for which they are going to pay the large sum of \$85,000. I want to point out again to the hon. member for Cumberland (Mr. Rhodes), that this survey is completed, mean the survey from Sunnybrae down the East river to St. Mary's, and to the town of Guysborough, and from Harthe Cross Roads of Country bour to the deep waters of Country Harbour; I understand the government have already got a complete survey of all that line. It was contended, however, that a slightest information, without knowing the

Mr. McCURDY.

shorter line might be brought down the West river and the engineers were surveying that, and would have been through in a short time if they had been allowed to go on with their work. My hon. friend from Queens-Shelburne (Mr. McCurdy), said that there was not suffi-cient information. I would like to ask him what additional information has the government in its possession about the branch to Musquodobit? I presume the informa-tion they have about one of these roads is the same as they have about the other They cannot have any more information as to the traffic, the business, and the cost of construction, with regard to one road than the other. They have got information about both of these lines, as a matter of fact all the information they require, therefore, there can be no excuse of that kind. Besides, the present government were not so cautious as my hon. friend would indicate. The Prime Minister a few weeks ago, when there was a local election in Prince Edward Island, did not wait for information, but announced that the government was to build a car-ferry across to the island. I venture to say that the minister cannot tell us now, cannot give us the slightest information, as to the cost of this car-ferry or as to the cost of widen-ing the rails. But that did not deter him from sending a telegram to the Conservative party in Prince Edward Island.

Mr. COCHRANE. I did not send any telegram.

Mr. SINCLAIR. The Prime Minister sent it. If my hon. friend feels any more cheerful from the fact that the Prime Min-ister sent it and not himself, he is welcome to any joy he can get out of it. When therefore, it was intended to hoodwink the people of Prince Edward Island, and offer them a bribe to vote for the Conservative party-

Some hon. MEMBERS. Urder.

Mr. SINCLAIR. To offer them an inducement, at all events.

Mr. RHODES. I rise to a point of order. The hon. gentleman says the Prime Minister attempted to hoodwink the people of Prince Edward Island. That remark is not parliamenary, and should be withdrawn.

Mr. SINCLAIR. I corrected myself, and used the word 'induced.' But it appears now, and my hon. friend will not deny it, that it was for the purpose of assisting the Conservative party in the province of Prince Edward Island that the telegram was sent. And it was sent without the

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cost, without knowing even whether it was practicable or not to build this car-ferry. Now, my hon. friend gravely gets up and tells us that after all the survey made in connection with the Guysborough railway, after all the inquiry that has been made, it would not be wise for this government to go ahead with that contract unless they had some further information. I must say that I regret the attitude taken by the hon. member for Cumberland. He is generally a very genial gentleman, and I must say that I have always considered him a loyal Nova Scotian, I hope I may do still. I am sorry that he allows his political feelings to carry him so far that he has not even said a kind word for the extension of railway development in the province of Nova Scotia.

### Mr. RHODES. Oh yes.

Mr. SINCLAIR. Well, not as much as I would have expected him to say. I would expect him to back up this proposition with all his influence, and he has a great deal with the present administration. Now, I submit it is hardly reasonable to accuse the party to which I belong in Nova Scotia of having voted for the Grand Trunk Pacific some years ago because, forsooth, it did not come into the province of Nova Scotia, because the Grand Trunk Pacific was not projected down to Halifax irom Moncton, parallel with the Intercolonial. Is that criticism?

Mr. McCURDY. No, I said there were not any railroads built in Nova Scotia by the late government during their fifteen years of office. The new government cannot build less, and I shall be much disappointed if the present administration does not very much improve on the record of their predecessors in this regard and not be so slow to comprehend changing conditions.

Mr. SINCLAIR. I was referring to a remark of the hon. member for Cumberland.

Mr. RHODES. Then I will answer the hon. gentleman. The project of the present Prime Minister at the time he was leader of the opposition was to double track the Intercolonial and make it the eastern terminal of the National Transcontinental. That being the case, the whole of that great traffic which it was hoped would be originated in the west would be poured down into the province of Nova Scotia, and it would have meant an expenditure of some millions on the Intercolonial. That project my hon. friend opposed.

Mr. SINCLAIR. I never voted against double tracking the Intercolonial. We 179 did not have the National Transcontinental at that time.

Mr. RHODES. We were talking about building one.

There was no neces-Mr. SINCLAIR. sity of double tracking the Intercolonial until there was something for it to do. It was time enough after the Transcontinental was built to double track the In-tercolonial. But my hon. friend indicated that I should not have voted for the Transcontinental at all at the time I did, because, forsooth, it did not go down into Nova Scotia. Now I want to say that the party supported by my hon. friend criticised the late government severely for building a railway from Quebec to Moncton. They said that was a useless proposition, because there was an Intercolonial railway there already; and my hon. friend criticises me to-night because I did not refrain from voting for the Grand Trunk Pacific altogether because it did not go into Nova Scotia—that is the way I understood what he said. Now in regard to the construction of railways in Nova Scotia under the Liberal administration, I take exception to what my hon. friend has said. Everybody is aware that the policy of both parties prior to a year or two ago was to assist railway construction by subsidies; it was thought that it would not be wise, by either party, to embark in the construction of branch lines to the Intercolonial. The old Conservative government did not do it, the late Liberal government did not do it. It was regarded as an unwise do it. It was regarded as an unwise proposition by both parties until it was pressed on the attention of the late government two or three years ago, and after some education on the part of the members from the maritime provinces, the late government accepted the idea that it was the right policy to build those branches. These ideas have to grow, and the idea was accepted by the late government. After it was ac-cepted steady progress was made. But up to that time the policy of both parties was to subsidize railways and not actually to build them as branches of the Intercolonial. The late government liberally subsidized railways in Nova Scotia, they subsidized a great many that were not built. The railways we are talking about to-night, the branch line into the valley of the Musquodoboit, the branch line into the county of Guysborough, were both subsidized by the late government, but the subsidies did not secure the construction of the lines.

But wherever a company could be found to build a railway in Nova Scotia during the 15 years of Liberal rule subsidies were we given and freely given and a very large

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number of miles of railway were constructed under that administration. I might mention the Inverness railway, the railway in Rich-mond county from Point Tupper to St. Peter's, the Southwestern railway all along the south shore, the Midland road, altogether some 500 or 600 miles of railway constructed in Nova Scotia and assisted by the late government. You would imagine from the speech of my hon. friend that nothing at all was done by the late administration to develop the province of Nova Scotia in the way of constructing railways. I fear my hon. friend's political leanings have led him astray in regard to this matter. The late government did a great deal in that direction and has embarked on a scheme of building branch lines which will do more for Nova Scotia and the maritime provinces than anything that has happened in the last quarter of a century if their policy is carried forward by the present administration.

Mr. RHODES. Knowing the ability or rather the perversity of (certain of our maritime province newspapers to torture the remarks of members of this House when placed in print and circulated through the various counties, I cannot take any chance of misinterpretation of the remarks I made a moment ago, especially in view of the fact that the hon. member for Guysborough (Mr. Sinclair) did not understand what I thought to be plain English. I did not object in the first place to his voting for the National Transcontinental railway. I approved of the construction of a National Transcontinental railway. Neither did I expect him to vote against it because he did not get a slice of it in Nova Scotia. That was not the point. What I stated was that the proposal laid down by the right hon, the leader of the opposition, the present Prime Minister, was to couple the Intercolonial railway with the proposed line of railway and if he had done that it would have meant the double tracking of the road, bringing it up to a higher state of efficiency, and it would have enabled the people of Nova Scotia to be coupled up with the rest of the country with a Transcontinental railway.

Mr. PUGSLEY. Under the proposal of the then leader of the opposition (Mr. Borden), the Transcontinental railway, so far as the eastern end was concerned, was to stop at North Bay was it not?

Mr. RHODES. Not at all as I understand it. The idea was that it should run right to Montreal and there connect with the Intercolonial railway.

Mr. PUGSLEY. It was to connect with the Grand Trunk railway at North Bay.

Mr. RHODES. It was to go right to Montreal. But it is useless to discuss that point | Mr. SINCLAIR.

as it can be easily determined by examination of the records. At all events there was a proposal by the present Prime Minister to double track the Intercolonial and make it a portion of the National Transcontinental railway or to couple it with what would be a portion of the National Transcontinental railway. There was an opportunity for the province of Nova Scotia to get a portion of the traffic of the National Transcontinental railway and that project was voted against by the hon. member for Guysborough and the hon. member for Pictou, yet these hon. gentlemen in this House this very evening bewailed the fact that Nova Scotia was the only province in Canada not coupled up to the Dominion by a National Transcontinental railway.

I made another assertion. I said that the late government, which was so well supported by the hon. member for Guys-borough and the hon, member for Pictou and other Liberal members from Nova Scotia, had not given us a mile of transcontinental railway. It is true that railways have been constructed in Nova Scotia under the Liberal administration, but in this they simply implemented the expenditures on the part of private corporations by giving subsidies which this government is prepared to do, which the late govern-ment was prepared to do and which preceding governments did. It is a matter of policy, and it would be unheard of for this government or the late government to refuse a subsidy to any railway, which means simply the implementing of ex-penditures by private corporations. I do not want to be placed on record by the hon, member for Guysborough (Mr. Sin-clair) as saying that no railway had been built in Nova Scotia in the last 15 years. The hon member also said that I had The hon. member also said that I had stated that there had been surveys, and now I wanted more surveys. My objec-tion is not to the fact that there have been surveys, but rather to the number and the kind of surveys that we have had. These surveys have nearly always been made on the eve of an election, they have been hurried surveys and it is a notorious fact that this question has been a football in politics in Nova Scotia. It is a matter of common knowledge that the Hon. Premier Murray of Nova Scotia, at Dartmouth, made a promise to the people that the Guysborough and Halifax railway would be constructed. It is a common political secret in Nova Scotia that that promise on the part of Premier Murray worried him very much indeed and that he found great difficulty in facing an election campaign previous to the last one, because he had not implemented his promise in that regard. Realizing that he had made such a promise, negotiations were entered into with certain English capitalists and they coupled the proposed

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railway together with a timber transaction and went so far as to have signed con-tracts prepared for the construction of the Eastern railway over the very ground in question. The Halifax 'Chronicle,' the question. The Halifax 'Chronicle,' the organ of the Liberal party, came out in large type saying: The contract for the Eastern railway has been signed. That is a matter of absolute knowledge, I can verify it and have verified it by examin-ing the paper itself, and it was announced through the Liberal press of Nova Scotia that the Eastern railway was at last to be built by the local government of Nova What happened? Although the Scotia. announcement was made and the season favourable, nothing was done, and by almost lapse of time the Murray adminis-tration was compelled to go to the people of Nova Scotia without having any prospect of the construction of the railway being started. It was then that representatives of the provincial government of Nova Scotia, at that time in sympathy with the Liberal administration at Ottawa, hurried to Ottawa and had consultation after consultation with the previous administration here. I saw gentlemen representing the government of Nova Scotia about the corridors and they wore very long faces for a number of days until finally this government consented to re-lieve the local administration to the extent at all events of calling for tenders.

Mr. McKENZIE. Will the hon. member please tell us who was here representing the government of Nova Scotia at that time? I was a member of this House then and I would like to know.

Mr. RHODES. I have no doubt these gentlemen did not consult the hon. member for North Cape Breton and Victoria as freely as they did the members of the Cabinet; I say that without disrespect to the hon. gentlemen; but the project was brought down to construct these railways as branches of the Intercolonial railway, in consequence of the difficulties which had been met by the Murray administration in Nova Scotia. I think that fact is well esablished.

Mr. McKENZIE. I want to tell my hon. friend that these representatives he speaks of were doing all they could to leave that work with the company and prevent the government from taking charge of it. That was their mission here

Mr. RHODES. Let us assume for the sake of argument that the statement made by the hon. member (Mr. McKenzie) is correct; he will not deny that the Murray government announced through his own press in Nova Scotia that it had signed contracts for the construction by the government of Nova Scotia of these very, railways. Mr. McKENZIE. I do not deny that. That was two or three years ago.

Mr. RHODES. Quite so, but it took a long time before the Murray administra-tion was prepared to admit, although it had announced that the contract was signed, that the railway would not be con-structed, and they had to face the people in a general election. I was about to say when interrupted that I doubted the sincerity of the late Liberal administration in calling for contracts on the eve of an election for the construction of these railways as branches of the Intercolonial railway. In making that assertion I do not wish to attribute to the late administration a deliberate intention to deceive the electors of Nova Scotia; it was furthest from my thoughts to make an assertion of that kind, but I have in mind the circumstance that Mr. Murray had announced positively to the people of Nova Scotia that there was a signed contract for the construction of this railway, and, therefore, the bare calling for tenders on the part of the late administration was no guarantee to my mind that the construction of this railway would be undertaken. I have placed myself on record in this House on more than one occasion with respect to the question of branch lines in Nova Scotia. When the Branch Line Railway Bill was brought down by the late government, I announced myself in this House as heartily in favour of it. I was interested to-night in hearing the hon. member for South Renfrew (Mr. Graham) who has some considerable experience in the administration of railways, give us a homily on the value of acquiring the branch lines. That is all very good. I quite agree with him that it is not necessary that a branch line of railway must be a paying concern of itself before it should be acquired. As a matter of fact, it is frequently found that branch lines of railways which do not pay as individual railways become very paying properties when coupled with a trunk line which they serve as feeders. I am heartily in favour of, and I believe it is sound policy on the part of the Intercolonial railway to take over many of the branch lines in Nova Scotia. In fact, I believe it is the duty of the Intercolonial if it is going to serve that country properly, to assume the branch lines from time to time and, so far I want to repeat to the hon. member for Guysborough (Mr. Sinclair) the state-ment I made half an hour ago, that I believe the course taken by the present Minister of Railways is one which will be in the best interests of the very county which the hon. gentleman represents. Far better that a year should be taken, or

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perhaps two years, in determining the best way to construct that branch line in order to get the best gradient and the best route than that we should hurry into the construction of the railway and find when it was completed that the wrong route had been taken.

That would bring us Mr. SINCLAIR. too close to an election and then the theory of my hon. friend would not work.

Mr. RHODES. Not necessarily.

Mr. SINCLAIR. My hon. friend objects to going on with any railway work on the eve of an election.

Mr. RHODES. The question of elections seems to be a ruling passion with hon. gentlemen opposite, and I can quite understand it in view of the fact that in the province of Nova Scotia it is notorious that in the county of Guysborough the Liberal party have for twenty-five years been running campaigns on this very proposed line of railway, and even should the Conserva-tive party now choose to follow in the footsteps of the Liberal party in that respect, surely my hon. friend would not begrudge them just one election on this railway.

Mr. SINCLAIR. The hon. gentleman's leader ran the last election on it.

Mr. RHODES. The hon, gentleman (Mr. Sinclair) tries to draw a parallel between the case of a car-ferry and the construction of a branch line of railway, just how, I cannot understand. It may be true that the present administration did not know how much it was going to cost to construct the car-ferry between Prince Edward Is-land and the mainland, and to my mind they are all the more to be commended in that they are determined to carry out in a large degree the compact made with Prince Edward Island at confederation, re-gardless of what the cost may be. I be-lieve it will be found that this government will implement its promises and that there will be a car-ferry to Prince Edward Island at the earliest possible day.

Mr. SINCLAIR. I am not opposing the car-ferry.

Mr. RHODES. There is a line of railway on the mainland and there is a line of railway on the island, and it was not necessary to survey the water. Car ferries are being operated all over the world, and it is a comparatively simple proposition to establish one there. It simply means the construction of the boat and the terminal facilities on either side. To my mind, there is no comparison to be drawn between the case of calling for tenders for the construction of a branch line of railway in Nova Scotia and the building of a car-ferry. The hour is getting late, and we have not advanced the estimates very much. I have | think the matter over.

Mr. RHODES.

set myself right on the records, and therefore I shall not delay the committee further.

Mr. PUGSLEY. I wish to ask the Min-ister of Railways if I understood him correctly to say that if any provincial govern-ment has built a line of railway in the past without getting a Dominion subsidy he would feel that it would be entitled now to receive it upon the same principle as it is proposed to pay over this \$6,400 a mile to the Onturio government.

Mr. COCHRANE. What I said was that if any provincial government wants to construct a road to develop the province, I would be prepared to recommend the voting of a subsidy.

Mr. PUGSLEY. I misunderstood the hon. gentleman. This subsidy to the province of Ontario is given in the case of a railway which was constructed some eight or ten years ago. That railroad was built without any promise of a subsidy. It was built entirely by the Ontario government, well knowing that they would not receive a Dominion subsidy.

Mr. COCHRANE. They applied for it and were refused.

Mr. PUGSLEY. I understand that. In my own province a railway was built almost entirely through the assistance of the provincial government and without one dollar of assistance from the Dominion government. That road is a great public convenience, and I would ask the Minister of Railways to consider, before he comes to deal with the question of the subsidy to the province of Ontario, as to whether he should make fish of one and flesh of another, and as to whether both provinces should not be treated alike. In New Brunswick we were obliged to give away 1,600,000 acres of the public domain for the purpose of securing the construction of a line of railway from a point opposite the city of Fredericton to the town of Edmundston. That road was built out of that land grant and without one single dollar of subsidy from the federal government. I will submit to my hon. friend when this matter comes up for discussion that he should not make any distinction between these two cases. Ontario has built its railway without any promise of aid, and that railway is in successful operation and is a paying road running into a country of almost fabulous mineral wealth.

The province of New Brunswick gave 1,-600,000 acres of the public aomain to secure of Ontario appeals to my hon. friend, the case of New Brunswick ought equally to appeal to him, and I trust that he will

Mr. DAVIDSON. What is the name of the road??

Mr. PUGSLEY. It is called the New Brunswick railway, and runs from Gib-son, opposite Fredericton, to the town of Grand Falls, and is 160 miles in length.

Mr. COCHRANE. Does the government own it?

Mr. PUGSLEY. The government does not own it. It was built from this land grant and without a dollar of assistance from the federal government. I can see no distinction between the two cases.

Mr. McKENZIE. I have refrained from saying very much about these branch railways, although I am as much interested in them as any one from the province of Nova Scotia can be. I listened to the hon. member from Cumberland (Mr. Rhodes) and the hon. member for Queens-Shelburne (Mr. McCurdy), who strongly support what they regard as the policy of the present Minister of Railways, though they took very good care not to tell the House what that policy was. I will tell these two hon. gentlemen, who rush to the rescue of the minister, what his policy and platform are, and I will ask them to say whether or not that platform will appeal to the people they represent. This is the platform of the Minister of Railways as far as we are able to find it:

Although hon. gentlemen opposite have quoted a great number of figures, there are no statistics in the department which I preside no statistics in the department which i presud-over, to warrant us in going on with the con-struction of this railway now. I believe that before committing the country to any ex-penditure, we should be able to give the peo-ple a just reason for our action and we should ple a just reason for our action and we should see that the tax-payers of Canada get a fair return for the money expended, or at least sufficient to pay the interest on the capital.

As far as the minister has expressed himself as having any policy which he fondly calls his own, this is his policy— that no moneys will be invested by the present administration in the building of railways unless they have an assurance that the investment will give them a rethat the investment will give them a re-turn on their money. The hon. member for Queens-Shelburne knows that if the premier of Nova Scotia, who has so ably led the government of that province for the last fifteen or sixteen years, had taken that attitude when the Halifax and Southwestern railway was built, into which the government of Nova Scotia put something like \$13,000 a mile and the government of Canada \$6,000 or \$7,000 a mile, not one mile of that road would have been built, and the people of that deserving section of the province would to-day be without a mile of railway. In view of the knowledge principle that he laid down in his speech that these hon. gentlemen possess of the in this House some weeks ago, in which

facts which I have presented, I would ask them whether on due consideration they would rush to the support of the Minister of Railways in propounding a policy which actually means that the branch lines in the province of Nova Scotia will not be built? The hon. minister is taking a rather pecu-liar stand in regard to the road that he is going to build. He has no evidence before him, so far as any statement of members is concerned, that the branch line from Alba to Baddeck or the branch line from Sunny-brae to Guysborough would not pay. Neither the hon. member tor Guysborough nor myself made any such admission. The hon. minister refuses, at present at least, to build the branch railway in the county of Victoria which I have the honour to re-Sunnybrae to Guysborough and Country Harbour. But he is going to build the road from Dartmouth to Dean Settlement. The vote for that is in the estimates, and I take it that he is going to build it. Now, I want to point out to the hon. minister the testimony that is on record with regard to the prospect of the paying capacity of that road when it is built, and that testimony comes from no less a personage than the right hon. the Prime Minister, who represents the county in which that road runs. In a speech delivered by the Prime Minister, then the leader of the opposi-tion, on the 12th of December, 1910, from his place in this House, he said:

I would like to say a word or two on be-half of the county I represent. Until the Halifax and Southwestern railway was built, the county of Halifax—having a coast line of 140 miles and a width of from 25 to 50 miles had not within its limits more than 30 or 40 miles of railway. East of the city of Halifax, and within the limits of the counof Halifax, and within the limits of the coun-ty, there are at least 100 miles, stretching to the limits of the county of Guysborough where there is absolutely no railway accom-modation whatever. A part of that dis-trict is a splendid agricultural section where the people have to haul their products 25 to 40 miles to a pailway conting. There are 40 miles to a railway station. There are plenty of timber lands in that section, there is opportunity for great mineral develop-ments, there is great natural wealth; and although as my colleague from Halifax (Mr. Crosby) has said, a railway from Halifax (Mr. Guysborough will not pay in the very first instance, there is reason to believe that it would pay before being in operation many years.

The hon. minister has no such admission before him with regard to any of the other branches. I would like to ask him, upon what principle can he carry out his promise to build this road, which, on the admission of the Prime Minister, will not pay interest on the money, and how does he square that action on his part with the

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he said that he could not spend any money unless he was assured that the interest on the investment would be forthcoming? The only reason that the hon. members who rushed to the support of the minister this evening can give is political exigency. I point out to the Minister of Railways,

that we were discussing this question very seriously a little over a year ago when I found myself side by side with the present Prime Minister. I was advocating rail-ways in the non-railway counties in the province of Nova Scotia with what force or power I had, and with what little in-fluence I could bring to bear upon the Prime Minister of that day and on the Minister of Railways. The present Prime Minister, then leader of the opposition, upbraided me on that occasion, saying that I was not in earnest, and that there was a conspiracy between myself and the Minister of Railways. That is on record.

Mr. BORDEN. I did not know that J had gone that far.

Mr. McKENZIE. The right hon. gentleman said I was indulging in a speech simply for the sake of making one. I told him that I was in dead earnest and his reply was: 'If you are in earnest, if you mean what you say, I am with you. Now, a little while after that, by means of whatever influence I could exert, I took care that his railway was included when the estimates came down. His road, the hon. member for Guysborough's railway, and my railway all were in the one scheme, all covered by the same estimates, and all covered by the same estimates, and they were all going to be built. But lo, a change came over 'the spirit of our dreams. The right hon, gentleman came into office and how is he treating his champions of a former time? He is all powerful now. He can say to the Minis-ter of Railways, 'Go,' and he goeth. He can say to the whole oufit behind him: 'Vote so much money,' and they vote it. But he forgets like one of old who left the good man in the jail. He forgets his the good man in the jail. He forgets his friends. He cuts out Guysborough, he cuts out Victoria, and he says, like the old woman who got the pot: I will neither borrow or lend. I am for my own rail-way and you fellows can go to pot. I tell you, Sir, that we in Nova Scotia would expect better treatment from the Prime Minister. When speaking previously about the railway in my own part of the county he asked me what was the length of the line from Alba to Baddeck. The line is about 22 or 25 miles, and there is yet time for my hon. friend the Prime Minister to think of his poor relations and compan-ions in arms in the days that are no more, and when he is building his own railway to put something in the estimates for his friends who are willing to help him when he was not the powerful factor the Baddeck river, and one over the Middle

Mr. McKENZIE.

in the country that he is to-day. The Min-ister of Railways discouraged me very much a few days ago by telling me that this railway from Baddeck to Alba was going to cost something like \$67,000 a mile. I do not quite understand where the hon. minister got that information. The lowest tender that he received was \$982,011. I am not sure about the dis-tance, but if it is 25 miles, which I think it is, the cost would only be \$39,290 a mile.

The hon. gentleman Mr. COCHRANE is leaving some items out. His estimate does not include the rails, ties, or right of way, and does not include building the bridge.

Mr. McKENZIE. That is the only esti-mate we have before us. The only esti-mate we had is what the tender calls for, ard therefore we could not have any very definite figures about the rest of the de-tails. If the distance length of the road is 25 miles the cost would be \$44,646. In view of the experience of the company, there is nothing in that to frighten any person. Take the Dartmouth branch. The Dartmouth branch of 12 38 miles was built for \$41,883 a mile. The Oxford and New Glasgow branch was 69.10 miles in length and was built for only \$28,336. There are cther roads that cost a great deal more than the one I am advocating can possibly cost. There is the St. Charles branch with a length of 17.57 miles, which cost \$106,157.77 per mile.

Mr. EMMERSON. Altogether about \$131,000.

Mr. McKENZIE. That road was built by a Conservative administration that did not seem to flinch at that expense. But the Minister of Railways seems to be frightened entirely out of my county by reason of the fact that he can figure out a cost of \$67,000 a mile, although as a matter of fact, there is no authoritative evidence that the road would cost that much. The Riviére du Loup branch was built at little expense, \$19,195 a mile; the Dalhousie branch, \$20,482 a mile; the In dian Town branch, 13 miles, \$18,948.98 per The only Cape Breton railway mile. the figures for which I have here, is the branch built from North Sydney Junction to North Sydney through a part of the country very much like that through which we wish to build the new line, and it cost \$10,321 a mile. I take it that that includes everything, because these figures were given me some ten or twelve years after the road was built. I have already point-ed out to the minister that the road in Victoria county will be built through a country of very easy grades. True, the 5649

river would rather swell the amount. But if the minister will look over the grades and fills, he will see that it is an excep-tionally easily built road. I have no knowledge of what the bridges will cost, but apart from these, I venture to say that the road cannot cost more for grading and other expenses than the branch at North Sydney which cost only \$10,000 a mile. The Prime Minister (Mr. Borden), should stand by us in this thing, and if he is not going to build our road he should not build his own either. It would be more manly for him, if he leaves us out, to take the same position himself. Even if the right hon. gentleman will not do that, we will be manly and generous enough to vote for his road from Dartmouth, and we hope he will carry it down to the beautiful harbour where he had such a fine time last year. Let him put the amount in the estimates, and no cheese-paring about it, so as to annex Country Harbour to Halifax; so that when the right hon. gentleman goes to spend his summer in the beautiful county of Halifax, he can pitch his tent at Country Harbour and get there without the difficulty that he had a year ago. Again when he wants to come to Baddeck-and I must thank him for his generous visits to my county on several occasions-he could build from Alba to Baddeck and get to the very heart of my county to open warfare much more easily than at present. If he is going into the development one way, he should make one job of it, and keep to the bargain to which we thought we were all parties when we were advocat-

ing the common cause a year ago. I may tell the Prime Minister and the Minister of Railways that this is not a party question in the county of Victoria but one in which both sides of politics take an equal interest. The chairman of the committee that had charge of the advocacy of this railway is president of the Liberal Conservative association, Mr. John E. Campbell of Baddeck—probably the Prime Minister knows him. He communicated with me at the time, and sent me petitions and letters in this matter; and the people of Victoria county should thank Mr. Campbell for the active and effective interest he took in this work. I say this to show that in whatever I did in this matter within the last ten years I was supported not only by one party but by the co-operation and full strength of the people, regardless of party politics.

The other night, I refrained from saying anything about the road to North Sydney. I put it off so long that I lost any opportunity there might have been to deal with the matter. I dislike to delay the business of the House, but on this occasion I must say a word—though that item has not yet

been reached—on the spur line from North Sydney. When the road was built in 1887 it was at a time, the Minister of Railways will understand, when the Island of Cape Breton was a very different place from what it is to-day. The government of Sir John Macdonald undertook to build the road from the Strait of Canso to the town of Sydney after the greatest possible pressure had been brought to bear by the solid representation of five members supporting his government.

Mr. DAVIDSON. They did better work than the solid eighteen.

Mr. McKENZIE. The government did just as little as they could.

Mr. McCURDY. Just like the solid eighteen.

Mr. McKENZIE. They built the road straight into the town of Sydney leaving out of account the town of North Sydney and the town of Sydney Mines, each of them as large as the town of Sydney. But Sydney was the objective point and they got there by the shortest possible route. But to reach Sydney they went over a grade from George's river to the head of Sydney Harbour at Leitch's creek. It was always felt by everybody, including the government railway management, that they must get clear of that grade if the road was to serve its purpose; so, five years ago, it was de-cided to build a road around the water-front connecting North Sydney and Sydney Mines and the district of George's river and Little Bras d'Or with the main line and abandon the road across the elevation between George's river and Leitch's creek. A part of the new road is graded from George's river into Sydney mines, a distance of 10 miles, where it strikes at the Intercolonial railway already completed which carries it 3 miles further to North Sydney. The only question is: Will the road be built at the rear of the town, or will it be built where it will touch tidewater in the town?

The minister is not acquainted with this place, but I may tell him that North Sydney is one of the three great harbours in the maritime provinces, the other two being the harbour of St. John, and the harbour of Halifax. North Sydney harbour is the nearest point on the North American continent to Liverpool. It is the point at which the Western Union Cable company landed their cable; when they were making a direct route across, that is the first place they struck. When the Reid-Newfoundland people were connecting Newfoundland with Canada, they connected at North Sydney, as the most effective point. The port of North Sydney receives all the traffic from Newfoundland. North Sydney is the

coast of the Dominion, as Vancouver and Victoria are on the other side. Now the minister is bringing his railway around there, and I think anybody will say that, although it will cost more to go down to the water and build at the proper point on the harbour, when it is done it is done, and is there for all time. If he builds at the rear of the town, he is cutting his rail-way off from one of the best ports on the American continent. There are 35 feet of water around a territory that is owned by the government, a space of ten or twelve acres. The land is there. The territory upon which the wharfs will be built and the terminal's put, belongs to the government. It is made land. Of course it costs more money, but that is a mere fleabite compared with the magnificent results that would flow to the country. I do not expect the minister will touch it until he has seen it, or his officials have seen it. I was there with the officials of the department when it was under his predecessor, and I pointed out the opportunities of this harbour.

## Mr. CURRIE. Is it open all the year?

Mr. McKENZIE. Some years it is. This line of steamers running between Newfoundland and North Sydney practically keeps it open all the time. They built a new steamer on the other side this winter, the 'New Bruce,' as she is called, and about the middle of February she came straight across from the old country, right into the town of North Sydney, in the worst part of the winter, and it has been a very severe winter, particularly in Nova Scotia.

Mr. CURRIE. Is not the Louisburg harbour the only one open all the winter round?

Mr. McKENZIE. It is the only harbour open nearly all the time.

Mr. CURRIE. But there is no railway into Louisburg?

Mr. McKENZIE. No government owned railroad. But I want to point out that the little ice that forms at North Sydney, with proper appliances, need not stand in the way at all. I would also point out that when a test was made in 1905 as to the landing of the mails on Canadian soil, without coming up the St. Lawrence, they were landed at North Sydney, showing a very successful test. The minister will find, if he cares to look up the record, that on the 19th of July, 1905, the question was discussed in this House, when that test was made; he will find that all the evidence given on that Mr. McKENZIE.

occasion is put on record. Speeches were made by the present Prime Minister, the present Speaker of the House, the present Minister of Militia, and the Hon. Mr. Fielding, then Minister of Finance and by myself. The minister will find all the data on record on the 19th of July, 1905, in connection with this very successful landing of the mails at the port of North Sydney. Now if the hon. gentleman will not build his road down to the water front, he must for all time continue a short branch line between the main line and the wharf. Where the wharf is now he can never make a success of it, there is not enough room. I am talking now in the presence of officials of the department who are familiar with all this. When the government agreed at the time to change the route, there was never anything in the minds of the people of North Sydney except that the road would go to the water front, and a proper terminus would be established there. The harbour of North Sydney is the com-mon harbour of two towns. There is the town of Sydney mines, about two miles away, with something over 8,000 people, with a very large steel and coal industry, and North Sydney is the harbour from which they ship their coal, and into which they import their ore from Newfound-land, besides all the traffic that it has of its own. Therefore, when we talk of the harbour of North Sydney we are talking of a harbour that is used by a population of 15,000 or 16,000. When the minister comes down there next summer, as I hope he will, I may not be permitted to associate with him, it may be regarded as inconsistent with his confession of faith to associate with a Grit like myself. But if he comes down there he will see with his own eyes the advantages of this magnificent port. I am talking in the presence of the Prime Minister, who is familiar with North Sydney and Sydney harbour, and who is our representative in the present govern-ment; I hope that when this question is discussed he will give the Minister of Railways the benefit of his first hand knowledge. The hon. gentleman who filled the position of Minister of Railways in the late government knows that I have tried to give him restless hours and restless nights in urging him to do something.

Mr. GRAHAM. And succeeded.

St. Lawrence, they were landed at North Sydney, showing a very successful test. The minister will find, if he cares to look up the record, that on the 19th of July, 1905, the question was discussed in this House, when that test was made; he will find that all the evidence given on that cess so far as these two important towns are concerned.

Mr. GRAHAM. The question my hon. friend has been discussing is one of investigation, as to the cost of going down to the water front. There is no doubt it can be done, and the proper place is the water front. The traffic will increase there, both with Newfoundland and with other points.

As to the shortage of cars, I sympathize with the Intercolonial railway as well as with other roads. I see the matter has been taken up by the Board of Railway Commissioners and I believe an effort is to be made in conjunction with the Interstate Commerce Commission to bring about an improved situation.

Mr. COCHRANE. We are tied up with it now, we cannot help ourselves.

Mr. GRAHAM. Yes, but I see by today's paper that an effort is being made in conjunction with the Interstate Commerce Commission to bring about a more rapid exchange of cars.

Mr. COCHRANE. The details of the \$400,000 for new rolling stock are as follows:

Style of car.	No.	Capacity.	
Steel box cars	175	60,000	
Platform	50	80,000	"
Steel under-framed stock			
cars	10	60,000	"
Coal cars	20	100,000	"
First-class day coaches	2		
Thingt land disting and	0		

First-class sleeping cars. .. 2 Dining cars..... 1

Mr. GRAHAM. I also asked what had been done this year in repairs and the purchase of new cars.

Mr. COCHRANE. The expenditure on rolling stock between April 1, 1911 and January 1, 1912, out of revenue was \$628,-000 and out of capital \$183,000.

The numbers repaired were :--

Locomot	ives							113	
Passenge	er ca	ars.						294	
Freight								12,675	
Mulgrave,	imp	rove	emen	ts :	at,	\$9,6	600.		

Mr. SINCLAIR. When will the station at Mulgrave be completed?

Mr. COCHRANE. This estimate will finish it.

Moncton, addition to and furnishings for office at, \$35,000.

Mr. EMMERSON. Is an elevator service to be furnished in that building at Moncton?

Mr. COCHRANE. An elevator has been purchased after tender; I do not know whether it has yet been installed.

Rivière du Loup, to increased accommodation at, \$11,500.

Mr. GAUVREAU. The minister informed me the other day that he has in the department documents endorsing the claim that if we extend the wharf at Rivière du Loup, we can handle all the coal of the Intercolonial railway without having it go to Lévis and thereby save \$15,000 or \$20,000 a year. I see the minister is asking for additional facilities at Princess Pier. The minister informed me that the Public Works Department estimates included an item of \$70,000 for the extension of the wharf at Rivière du Loup.

If the minister tells me it is only temporary work and that his intention is to unload the coal at Rivière du Loup, I am quite ready to wait.

Mr. COCHRANE. There is something in what the hon. gentleman says. We had a deputation here in reference to this matter, but we had not time to consider it for the estimates this year. I think there might be some saving in the handling of coal at Rivière du Loup, but it is a big item and we cannot do it this year. We will investigate it during the vacation.

Mr. GAUVREAU. I had an opportunity to visit the Intercolonial railway shops at Rivière du Loup, and I found that there were a great many expensive machines idle there and not running at all.

Mr. COCHRANE. We will make them all run after a while.

Mr. GAUVREAU. That is what I want. If you have the machines running you will want more men. Will your staff at these shops be increased?

Mr. COCHRANE. I do not know.

Mr. GAUVREAU. Who is going to know if the minister does not? I do not think that is a fair answer.

Mr. COCHRANE. Do you want me to make up a story. I tell you the truth, I do not know; give me time.

Mr. GAUVREAU. I am quite ready to thank the minister for what he has done. He has practically refused, at the request of certain partisans to make a clean sweep of the Intercolonial railway employees, and he has been manly enough not to dismiss anybody without granting an investigation. That is why I thank him. That is the difference between him and some of his colleagues. He has even gone so far as to replace some men who had been dismissed, and I thank him for that. I would ask him if he will be kind enough to look into the case of Mr. Theophile Morin, who was foreman of coal delivery at Rivière du Loup, and who has been dismissed after investigation. I have the evidence in my hands here, and I have studied it, and if the minister will read it he will see there is no cause whatever for dismissing that man. I am told the minister is a good-hearted man, and I am sure he will do justice. From what I know of him, I believe that about him. I expect that after reading that evidence he will replace Mr. Morin in his position.

Mr. COCHRANE. I will be glad to read over the evidence again.

Mr. SINCLAIR. Has the minister made any change in the staff of the steamship 'Scotia?'

Mr. COCHRANE. I don't think so. I think there was one put back, and I think there is one under investigation now.

Mr. BOULAY (Rimouski). (Translation.) Mr. Chairman, the hon. member for West-morland (Mr. Emmerson) complained this afternoon concerning the administration of the Intercolonial railway. He said that this administration left much to be desired and that the line had been practically starved out. The 'hon. member forgot that it is not the present government that is responsible for this state of things, but the Liberal government which was in power until the 10th October last. It is recognized that all the locomotives are to-day in a condition of decrepitude that renders them useless. The hon. member said so and I agree with him. But that is not the fault of the Conservative government but of the Liberal party as represented by the Laurier government which held power until the 10th of October last.

I have here an article published by 'l'Action Canadienne,' published in the county of the hon. member for Temiscouata (Mr. Gauvreau) which confirms in every respect what was said by the hon. member for Westmorland and which I endorse. The article is headed 'The Intercolonial Commission,' and it reads as follows:

The Laurier government, under pretense of improving the administration of the Intercolonial Railway and removing it from political influence, created a commission composed of four members controlling all branches and all the employees of the line.

Year in and year out that commission costs in salaries and contingencies at least \$100,000 to the country.

Since two years that commission beasts of having wiped out the traditional deficits of the Intercolonial and even of being able to show a surplus.

That is nothing but a blind for the innocents.

Ask the employees and railway men what they think of that commission?

They will tell you that any private company running a railway in the same manner as the Intercolonial Commission would be bankrupt in less than five years.

Mr. GAUVREAU.

The so-called economies are made at the expense of the staff and of the plant of the railway.

I affirm that this is absolutely true.

In order that we may not be accused of romancing we will give examples.

At Rivière-du-Loup the government built and equipped fine and spacious shops capable of performing all the work in our division.

From 1908, instead of increasing the staff and working the shops to their full capacity, the commission at once dismissed fifty good workmen.

As a necessary consequence, for want of men, the work which should have been done at Rivière-du-Loup was sent to Moncton.

The loss in transportation alone amounted to at least \$10,000 a year.

There are at present in the Campbellton yards two or three hundred cars waiting their turn to be repaired at Moncton

During that time in the last six months at least 250 requests for freight cars, made by merchants from the district, have been refused because no cars were available.

In the Rivière-du-Loup shops nearly one half of the machinery remains idle for want of men.

It is not for want of work, there is more than can be done, but it is all sent to Moncton.

Since two years the plant is going to ruin and is not being renewed. The purchases indispensable to the proper

The purchases indispensable to the proper operation and maintenance of the road are not being incurred.

Since two years no gates have been purchased for farm crossings and nearly one half of them require renewal.

Since two years in certain branches, it has become a habit to take parts from one locomotive to repair another, there not being a sufficient number of such parts in stock.

As a result locomotives go half repaired and it frequently happens that being unable to complete their trips they have to be replaced by others half way.

by others half way. How many times have massenger trains been detained by reason of faulty engines!

How many times have regulations made one day been recalled the next because they could not be carried out!

We remember that a conductor was suspended during two months for not having followed one of these so-called regulations concerning signals, while the regulation itself was recalled before the conductor was relieved from his suspension.

In a word good and worthy workmen have been dismissed and wages docked in order to pay fat salaries to members of the commission.

That commission, in order to demonstrate its usefulness in earning profits, is in a fair way of ruining the road.

way of ruining the road. The plant is becoming ruinous being half repaired and not replaced.

The purchases for repairs, which, in every properly organized concern, should be made from year to year, have been delayed by the commission, to the detriment of the line, for the sole purpose of showing a surplus of earnings over current expenditure.

A rivet placed in time is worth ten put in too late.

Repairs properly made when they are ne-cessary are an economy rather than an expenditure; they secure the prolonged use-fulness of the article repaired.

Very many cars and locomotives are sent to the dump for want of timely repairs. The Intercolonial plant has diminished in

efficiency and value.

It will now cost twice as much to bring it up to the standard, as it would without the so-called retrenchments of which the commission has boasted.

Retrenchments of that kind lead straight to ruin.

The new government should at what ever cost put an end to this state of things.

We demand a general investigation by per-sons outside of the present Intercolonial staff in order that the truth and the whole truth may be known.

The county which I have the honour of representing is traversed by 135 miles of this line. I have myself been employed on the Intercolonial, and I am in a position to state that the railway has been very badly managed by the commission. When the Liberal government established it they and our good friends the Liberals made a great mistake.

I have seen Mr. Pottinger at work dur-ing 35 years, and I know that he has, without assistance during the greater part of that time, managed the railway under much more difficult conditions than those we have to face to-day. Yet his salary was only \$4,000, if I am not mistaken. His management was excellent and satisfactory to all.

Mr. GAUVREAU. (Translation.) With deficits every year.

Mr. WILSON (Laval). (Translation.) I will ask the hon. member whether it is not a fact that Mr. Pottinger is a member of that commission to-day?

Mr. BOULAY. (Translation.) It is so, but his hands are completely tied; he is not in the first place. It is not the present but the preceding government that created the commission. I understood from the remarks of the hon. member for Westmor-land that he agreed with my present observations.

The commission was at first composed of four members, but a serious injustice has been done from a French Canadian point of view. Five hundred miles at least of the Intercolonial run through the province of Quebec, more than one-half of the road is in that province, and that great defender of his compatriots and of his race, the leader of the former government, had not thought of appointing a single man of his nationality who might be understood by the people of the region. However, thanks to the protests of his opponents, and the demands of the French Canadians, change.

he decided to appoint a fifth French Canadian commissioner.

However, these four or five commissioners are useless; two good and competent men may manage the Intercolonial since Mr. Pottinger did so alone during thirty years, with only one assistant and to the satis-faction of all.

The so-called economics have been accomplished at the expense of the maintenance of the road. I will mention as an example what happened at Sayabec where I reside. • Out of economy the night agent was dispensed with and shortly afterwards an accident occurred which cost from thirty to forty thousand dollars. A similar accident occurred at Jacket river; there was even loss of life, and all this in consequence of the doing away of night agents by this famous commission. Those poor unfortunates, who scarcely earned four or five hundred dollars a year, were dismissed under pretense of economy, but the consequence was the loss of considerable stock, not to speak of loss of life.

I hope that the present government will understand that such a commission is of no use and that they will replace it by two competent men who will guite easily manage the road. We shall not then, it is true, have the satisfaction of seeing the gentlemen of the commission promenading over the line in four or five private cars.

Sydney mines diversion, \$35,000.

Mr. McKENZIE. At what stage of completion is that road? Is it all graded?

Mr. COCHRANE. The grading is all completed.

Mr. McKENZIE. Is the bridge on the Georges river completed?

Mr. COCHRANE. Not yet?

Mr. McKENZIE. Has anything been done towards placing stations along this branch?

Mr. COCHRANE. Not yet?

Mr. McKENZIE. I believe the places where the stations will be, are fixed.

Mr. COCHRANE. I do not think they are located yet.

Mr. McKENZIE. I heard that some effort was being made to change the station from the end of the Little Bras d'Or bridge. I think this would be a mistake because it accommodates the Island of Boulardarie, which is 30 miles long, and which is inhabited from end to end. This station will be the nearest point at which the people on that island can get to the railway.

Mr. COCHRANE. There has been no

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Mr. McKENZIE. I wrote to the minister some time ago in regard to a very sad case of a woman who lost her husband in connection with the Intercolonial railway. I had the matter up with the late government. The man was looking after a section of the railway, and on a very stormy day, while he was trying to clear the track, a snow plough struck him and broke his leg, and blood poisoning set in, and he died, leaving a widow and 12 children. I am satisfied that the facts were never properly put before the late Minister of Railways, or he would have done something for this poor woman.

Mr. COCHRANE. I think there is something in the supplementary estimates for her.

Prince Edward Island railway branch line -Harmony to Elmira, \$69,500.

Mr. HUGHES (Kings, P.E.I.). Will this amount be sufficient to complete that branch?

Mr. COCHRANE. Yes.

Mr. HUGHES (Kings, P.E.I.). When is it expected that the work will be finished, and the branch will be in operation?

Mr. COCHRANE. Early this summer. It will be pushed forward as fast as possible.

Mr. HUGHES (Kings, P.E.I.). Has the contractor any more work to do?

Mr. COCHRANE. Yes. He has not finished his contract.

Mr. HUGHES (Kings, P.E.I.). There are before the department some claims from people living along the line of this railway for compensation for damages sustained by reason of their fences having been thrown down by the contractor, but they could not get any redress from him. They lost the use of portions of their farms for a year or two.

Mr. COCHRANE. I am informed that some of them have been settled.

Mr. HUGHES (Kings, P.E.I.). Will they all be settled before the contractor is relieved?

Mr. COCHRANE. They will all be considered.

· Mr. HUGHES (Kings, P.E.I.) And the people will get justice if their cases have merit?

Mr. COCHRANE. They will not be forgotten.

Mr. HUGHES (Kings, P.E.I.). This piece of railway passes through a fairly wooded country.

Mr. COCHRANE.

very valuable, and during recent years there have been a number of fires started certainly by the railway; but it is difficult to prove that, and if more precaution is not taken, the woods in that part of the country will be destroyed. I have no hesitation in saying that the superintendent of the Prince Edward Island railway does not seem to appreciate the value of the property that has been destroyed by the railway, because when an investigation is held he tries to throw every obstacle in the way of the persons sustaining the loss. I understand that it is alleged that precautions are taken in the way of having spark arresters on the locomotives; but it is alleged that when a train leaves the station the spark arrester may be in place, but that it is shortly afterwards removed, because it is very much easier to fire the locomotive with the spark arrester off.

At all events, I have myself seen large lumps of burning coal emitted from the smokestack and the grass burning, ignited on the leeward side of the train just as it went past. As a matter of fact, fires have been started all along the line frequently, and some people have even lost their farm property-their barns, buildings standing timber-or have been put to the necessity of removing their farm buildings farther away from the line of railway. The valuable area of timber through which the railway passes extends for some miles, and is perhaps the most valuable that yet remains in the province. If this destruction caused by fires started on the railway continues and no redress is obtained, it will result in a most serious situation. While on my feet I would like to ask the minister if the department has under consideration at present some change in the management of the Prince Edward Island railway?

Mr. COCHRANE. It is under consideration.

Mr. HUGHES (Kings, P.E.I.). I am glad to hear that because I think it is about time that matter was given consideration.

Mr. GRAHAM. Some change in the management, did you say?

Mr. HUGHES (Kings, P.E.I.). Yes, in the management. Mr. Sharpe is the superintendent.

Mr. GRAHAM. I know Sharpe, and it is a bad name.

Mr. HUGHES (Kings, P.E.I.). Now, in regard to the killing of cattle along the railway. Whenever investigations have been held the superintendent has seemed to conceive it his duty to make the claimants feel as though he had committed some wooded country. Timber on Prince Ed-ward Island is very scarce, and therefore, made in that direction. Furthermore, if

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the conductors, firemen and drivers are not made to feel some sense of responsibility, I am afraid the same condition of things will continue that we have had in the past. I would ask if something will not be done towards protecting the property of the people in the matter of woodlands and cattle.

Mr. COCHRANE. These things occur not only on the Intercolonial, but on other railroads in Canada as well, and the Railway Act makes provision for them. I do not know whether the Prince Edward Island railway has been brought under that Act or not. The matters to which my hon. friend has drawn my attention deserve consideration, and something will have to be done in regard to them.

Mr. HUGHES (Kings, P.E.I.). What about the losses that have been sustained on account of the contractor throwing down the fences?

Mr. COCHRANE. We will have to look into those, but I cannot make any promise.

To increase accommodation and facilities along line (Prince Edward Island railway), \$8,550.

Mr. HUGHES (Kings, P.E.I.). I want to call the attention of the minister, and particularly that of the deputy minister, to a matter of some importance. At the port of Souris the Railway Department has a wharf, which is left without facilities for doing business. I brought this matter to the attention of the depart-ment during the last few years, but years, but That wharf could not get anything done. has cost about \$100,000, I believe, and it has not even a weighing scale upon it. There is a very small freight shed, but practically the wharf is without equipment for doing business.

Mr. CURRIE. You cannot blame this government for that.

Mr. HUGHES (Kings, P.E.I.). No, I blame the board of management.

Mr. CURRIE. Blame your ex-Minister of Railways over there.

Mr. HUGHES (Kings, P.E.I.). No, I put the blame where I think it properly belongs. I must say, however, that I do not think the board understands the case. The local management are in favour of providing reasonable facilities so that the wharf can be used. In the name of common sense, what is the use of building a wharf and then leaving it so that the public cannot take advantage of it?

An hon. MEMBER. What about the sawdust wharf?

Mr. HUGHES (Kings, P.E.I.). This is not a saw-dust wharf. The hon. member who made that observation interrupts only in getting passed to-night. J admit most

for the purpose of obstructing business. I made application some years ago—in fact the agent at the port made application to have a weighing scale provided, so that when vessels would come there to discharge coal or limestone they could use the wharf. Vessels cannot discharge coal without a weighing scale and the government loses the wharfage and loses the business because of the lack of equipment. There is only one other wharf there, a private wharf, which is properly equipped but it cannot always accommodate the shipping.

Mr. CURRIE. The government wharf has only got the over-flow.

Mr. HUGHES (Kings, P.E.I.). It does not even get the over-flow. If the private wharf cannot accommodate vessels they have to wait. I would urge this matter very strongly upon the minister and deputy minister. What would non. gentlemen think of the business sense of a man who started to build a ship, finished the hull and perhaps finished the rigging, and for the sake of economy left the vessel on the stocks to rot. In this case the wharf has not been finished apparently for the sake of saving a few hundred dollars that would provide the proper equipment. Now will anything be done in this direction?

Mr. COCHRANE. I don't know anything about it.

Mr. HUGHES (Kings, P.E.I.) Well the deputy minister knows.

Mr. COCHRANE. No he does not.

Mr. HUGHES (Kings, P.E.I.) Then he ought to.

Mr. COCHRANE. We will know later on, but we do not know at present.

Mr. HUGHES (Kings, P.E.I.). I do not think that is the proper way to treat this matter.

Mr. COCHRANE. The late government treated you worse, they did not even consider it. I hope we will. I do not know anything about the matter, and I will not promise anything, but we will look into it.

Mr HUGHES (Kings, P.E.I.) It is certainly a strange way for the minister to act.

Mr. COCHRANE. Strange conduct was displayed by the late government which did not do anything. I am now giving the hon. gentleman a promise to look into it.

Mr. HUGHES (Kings, P.E.I.) We shall at least have that promise.

Mr. GRAHAM. We have made pretty fair progress and got through a large number of items. When I was putting estimates through I was kept for two or three days on what the minister has succeeded in getting passed to-night. I admit most of the talking has been done on this side. but we did not get very much information as to what was going to happen. I have no desire to criticise unduly because the minister only took charge of the department a few months ago, but in the matter of information if we could even up between the talk of the Minister of Militia and the talk of the Minister of Railways, we might get a very good average in talk. But we cannot make that reformation I suppose in the first stage. As to this \$400,-000 for a car-ferry, I suppose my hon. friend (Mr. Cochrane) has not made any investigation about that.

Mr. COCHRANE. The investigation is not completed. But I had the engineer of my department, in whom I have the utmost confidence, give me what figures he could on this matter in order to form an estimate. Of course, it is only approximate. But, as I told the committee a little while ago, we have a man down there who will make a report on the whole thing. The engineer estimated that a ferry and the wharfs and slips necessary for its operation would cost in the vicinity of \$400,000. That may be an under-estimate. It will take a very strong ferry for this service, I am told; to prepare the Prince Edward Island railway and put it in shape will mean \$400,000, and for a third rail another \$400,000. I am not well posted on just what that means, for I have not had time to discuss that matter with the engineer. The total estimate is \$1,400,000. This, I rather imagine, is an under-estimate. But I thought it would be better not to let the session go by without putting in a vote, because that would mean the loss of another year. I thought we could get the information and possibly take the matter up and get something done before the House meets again.

Mr. GRAHAM. The third rail is one of the points of information which I intended to bring out. I understand that the third rail would be necessary in order to avoid discarding the rolling stock now in use on the Prince Edward Island road. Practical men tell me that if you put in a third rail you can continue to use the rolling stock on the Prince Edward Island road, a narrow-gauge road, until it is worn out, and still use the standardgauge rolling stock that goes over on the car-ferry. Of course, you could not take the rolling stock of the Prince Edward Island road across, but you could continue to use it on the island. Otherwise, you would have to demolish the narrow-gauge stock that you have. This is a pretty large expenditure, but I am not going to say anything in criticism of it. If the ferry idea is practicable-and as to that I have no knowledge-I think the move

can be justified. Of course, it is not the tunnel which my hon. friend from North Toronto (Mr. Foster) promised in years gone by, but perhaps it is the best thing to be done under the circumstances and next best to the tunnel.

Mr. COCHRANE. Was not that promised at confederation?

Mr. GRAHAM. It was warmed over by the hon. member for North Toronto. Do I understand that when this car-ferry is established, if it should be established, the service now carried on by the Marine Department will be discontinued and that this will take its place?

Mr. COCHRANE. I should not think there would be need for both.

Mr. GRAHAM. As far as the railway traffic is concerned, it has always seemed to me—but my ideas have not always prevailed—that, for the sake of the government railway it would be better to have this connection; for if it were made, a traffic arrangement could be effected so that a man could freight his goods from Prince Edward Island out or from outside into the island.

Mr. COCHRANE. That is the idea.

Mr. GRAHAM. At present it is a fact that even some of the agents of the Intercolonial railway have sent goods and passengers by the Canadian Pacific railway. They should not do it, but I discovered it shortly before I went out of office. They got a commission, and really some of our agents sold tickets and shipped freight by the Canadian Pacific railway. With this car-ferry that would be practically done away with, because the Prince Edward Island people can ship from their own door. I would not criticise the proposition of my hon, friend at this stage. I assume that he will have a thorough investigation made as to the feasibility of the ferry scheme and if it is found not to be practicable the money will not be expended.

Mr. HUGHES (Kings, P.E.I.). I notice that these estimates of the minister include not only the ferry but wharfs and slips necessary for this operation at about \$450,000. Would that be for the steamer and the piers on either side?

Mr. COCHRANE. This is merely a vote taken so that we can go on and have an investigation. I said that the approximate estimate was \$1,400,000.

Mr. GRAHAM. It will be more than that before it is done.

Mr. COCHRANE. I think so.

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Mr. GRAHAM.

Mr. HUGHES (Kings, P.E.I.). Has the hon. gentleman an estimate of what the steamer would cost?

Mr. COCHRANE. No.

Mr. HUGHES (Kings, P.E.I.). Has he an estimate of what the piers would cost?

Mr. COCHRANE. I gave the approximate estimate that I had.

Mr. HUGHES (Kings, P.E.I.). I suppose the hon. gentleman has seen the estimate made by Mr. Shewan of the Public Works Department, as to what the pier at Carleton Point would cost. I think it is something over \$1,000,000.

Mr. CURRIE. He is crazy.

Mr. HUGHES (Kings, P.E.I.). The hon. gentleman (Mr. Currie, Simcoe) butts in, but I think he knows nothing about it.

Mr. CURRIE. If the hon. gentle-man wants to get a knowledge of piers of this kind, let him go to New York, and he will see a dozen.

Mr. HUGHES (Kings, P.E.I.). What kind?

Mr. CURRIE. An arrangement ex-actly as proposed by the government piers for the railway ferries that take the cars over to New York from New Jersey, and cars from New York to be sent to Providence, and all over the New England States. This is not a matter of such tremendous difficulty. Go to Lake Ontario, and you can see such piers there.

Mr. EMMERSON. Or to Canso.

Mr. HUGHES (Kings, P.E.I.). It is quite evident from the hon. gentleman's remarks that he does not understand anything about it. There is no ice of any consequence in New York harbour.

Mr. CURRIE. There is four feet of ice at Mackinac, and they run a car-ferry of this kind there all winter.

Mr. McKENZIE. But there is no tide.

Mr. CURRIE. The tides would break up the ice.

Mr. HUGHES (Kings, P.E.I.). Now, we in Prince Edward Island are interested in this. We want this to be a success.

Mr. FOWLER. What are you opposing it for then?

Mr. HUGHES (Kings, P.E.I.). I am not opposing, but am only ask- . Mr. HUGHES (Kings, P.E.I.). ing for information. We assume that Chairman, I want to get some

the government would not proceed without information, and we want to know what information has been obtained and how the matter stands. Surely that is reasonable.

Mr. COCHRANE. I have told the committee that.

Mr. HUGHES (Kings, P.E.I.). I did not hear it. When was it given to the committee?

Mr. COCHRANE. Fifteen minutes ago. probably.

Mr. HUGHES (Kings, P.E.I.). That is the slightest possible information. It has been intimated-

Mr. COCHRANE. Does the hon. gentleman want to cut it out? I have told him that I put in the item, because I expect to have the information before another session. We have a man there now studying the situation. What is the use of taking up the time of the committee with that?

Mr. HUGHES (Kings, P.E.I.). Who is this gentleman?

Mr. CURRIE. The hon. gentleman's friend.

Mr. HUGHES (Kings, P.E.I.). I want information from the minister

Mr. CURRIE. Hon. gentlemen coming from the Island have talked four years, to my personal knowledge, about a tunnel, and they never had a survey made yet. Now the present Minister of Railways gives the Island something practical. he takes a vote to go right ahead with the work at once. And yet the hon, gentleman still wants information, nothing will do him but more information, and he wants everything stopped until he gets more informa-tion. I think the hon. gentleman should be pretty well satisfied with this. It will be the best thing the Island ever got. It will save from two to four dollars a ton on every ton of freight going out of the Island, and on everything that goes in there, and that money will all go directly into the pockets of the people of the Island. It can be all done inside of a year and a half, unless you build elaborate piers of concrete, granite and cut stone. If the hon, gentleman wants to see icebergs, let him go to the Detroit river where he will see icebergs floating past greater than any that he will find in the Straits of Northumberland. If he wants to see ice-breakers cutting through ice, let him go to the Straits of Mackinaw and he will see a steamer cutting through three or four feet of ice. The hon, gentle-man should be the last man to try to block on item of this him him to block an item of this kind.

Mr. infor-

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mation from the minister, not from the hon. member for Simcoe (Mr. Currie), because it is apparent that he knows nothing about it. There is a carferry, I understand, in operation in the Straits of Mackinaw where the conditions are somewhat similar, but not exactly the same as those in the Straits of North-umberland. For instance, there are no tides in the Straits of Mackinaw, and I presume the ice is stationary when it makes in the fall until it breaks up in the spring. I will suggest a course which I think the department might have pur-sued. The Marine Department had in its service last year Captain Finlayson, who has had thirty or forty years experience in the navigation of the Northumberland Straits. He could have been sent to the Straits of Mackinaw to make observa-tions, and I think then he would have been in a position to give valuable information to the government. Now, would the min-ister tell me who is the man who is getting the information for the department?

Mr. COCHRANE. Professor Kirkpatrick of Queen's University, Kingston.

Mr. HUGHES (Kings, P.E.I.). I un-derstand he is a civil engineer, cer-tainly he has had no practical excarperience in the management of a car-ferry. Is this the only gentleman from whom he expects to get information?

Mr. COCHRANE. We will have his in-formation confirmed. He is the only man on the job yet.

Mr. HUGHES (Kings, P.E.I.). Has the department decided where these piers will be constructed?

Mr. COCHRANE. Of course, the department sent a man down there to re-port, and we will not come to a conclusion until we get his report.

Mr. HUGHES (Kings, P.E.I.). In reply to the statement of my hon. friend from South Renfrew (Mr. Graham), the minis-ter said that when this car-ferry was established he expected that the steamers maintaining the service between Prince Edward Island and the mainland at the present time could be dispensed with. I hold a different opinion. Has the minister information in the department going to show that a steamer carrying cars woull be more powerful as an ice-breaker than a steamer without cars?

Mr. COCHRANE. No.

Mr HUGHES (Kings, P.E.I.). Well, Mr. Chairman, it is understood that the piers will likely be built, and an effort will

Mr. HUGHES (Kings, P.E.I.).

sible to continue communication by steamer between these two points during the winter You might maintain communicaseason. tion there during nine months in the year, but no steamer has yet been found able to navigate the Straits of Northumberland in the winter season, and no steamer can be built that will do so.

Mr. HAZEN. How would it do to have it at Georgetown?

Mr. HUGHES (Kings, P.E.I.). That is the point where I think communication will have to be maintained in mid-winter. After thirty years experience it has been found that steamers cannot keep up com-munication between Georgetown and Pictou during the winter months, and if they cannot do it there, they cannot do it between any other points. Therefore, I think it very doubtful whether the services of the steamers now making communication between Prince Edward Island and the mainland can be dispensed with at any time, although the minister appears to be of the opinion that they can be. Now I want to ask the minister whether it is the intention of the department, once a car-ferry is established, that the cost of trans-portation to and from Prince Edward Island will be the same as on the mainland for similar distances?

Mr. FOWLER. I would like to ask the hon. member for Kings, P.E.I. (Mr. Hughes) if it is possible to maintain concommunication between West tinuous Point and Richibucto Head which would be a much shorter distance than between Georgetown and Pictou?

Mr. HUGHES (Kings, P.E.I.). I am asking the minister for information.

Mr. FOWLER. The hon. gentleman does not seem to be willing to give information he may have in his possession at present. As I understand this vote was taken for the purpose of ascertaining between what two points on the Island and the mainland continuous communication could be maintained in accordance with the terms of confederation. To the people on the Island it is in a sense immaterial between which points communication is maintained, so long as it is maintained and the purpose of this vote is that the government may ascertain by examination and investigation by experts, who are already at work on the ground, the best route and the people on the Island will be quite willing to accept the decision of the federal authorities. I cannot understand why any mem-ber from the Island should attempt to obpiers will likely be built, and an effort will be made to establish a car-ferry between Carleton Point and Tormentine. Now it is well understood by men acquainted with-the conditions that it is practically imposwhich cannot possibly be in the minister's possession. The hon, gentleman has seen fit to offer this factious obstruction to something which will work out for the advantage of the province, a portion of which he so badly represents.

Mr. HUGHES (Kings, P. E. I.). I cannot permit this charge of factious opposition to go unchallenged, for it is utterly unfounded. This item has been under consideration only a few moments. It is an important matter, and I as a representative of the Island have a right to ask and obtain information. Every man on the Island wants to see the transportation facilities improved. On the eve of a local election in Prince Edward Island this project was brought out. I believe a telegram was sent by the Prime Minister saying the government would build the ferry and have it in operation within two years.

Some hon. MEMBERS. Hear, hear

Mr. HUGHES (Kings, P. E. I.). That was intended to ferry the Conservative party into power. It contributed pretty effectively towards that. but there will be some suspicion in the minds of many people as to whether the government proceeded in the proper way. It is quite evident that they proceeded without any information, and if this proves a failure it must not be charged against the Island, it must not be said that the people of the province asked for this special method of overcoming the transportation difficulties.

Mr. CURRIE. You are opposed to it?

Mr. HUGHES (Kings, P.E.I.) I am simply stating my position. This scheme that was largely a politcal scheme when it was inaugurated, if it should happen to fail must not be charged against the people of the Island, nor must it be said that they endorsed it?

Mr. CURRIE. What is your position?

Mr. HUGHES (Kings, P.E.I.) That is my position.

Mr. CURRIE. Are you in favour of it?

Mr. HUGHES (Kings, P.E.I.). Will the hon. gentleman try to possess his soul in patience? He is certainly trying to obstruct this, and he obstructs a great deal of the business of this House. I do not want to have it on record that the people of the Island are of the opinion that this car-ferry will be a success. When it was first mooted four or five years ago nearly everybody, both on the Island and elsewhere, thought it a ridiculous proposition. It may turn out to be better, but it is evident that the government have no information upon the

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subject, and do not know whether it will be a success or not. The proper course would have been to obtain all possible information before sending a telegram to the Island that the ferry would be in operation before two years.

Mr. FOWLER. The hon. gentleman seems to be in a position like the historical three tailors of Tooley Street. He assumes to speak for the people of the Island, but the result is the same, they only spoke for the three tailors of Tooley Street, and the hon. gentleman speaks only for himself. The result of the local election is a sore subject with the hon. gentleman, and shows that the people of the Island had faith in the ferry scheme. Many people of the Island know that it is possible to maintain throughout the year continuous communication between certain points. The only question the government has to solve is as to the points between which the ferry can be most beneficially cperated. That is beyond all question, and there can be no doubt of it because it is the result of observations for many years—

Mr. HUGHES (Kings, P. E. I.). By whom?

Mr. FOWLER. By men far more competent to judge of matters of this kind than is my hon. friend (Mr. Hughes) with all the knowledge he has.

Mr. HUGHES (Kings, P. E. I.). That is beside the question.

Mr. FOWLER. Between West Point and Richibucto Head it is absolutely possible every day in the year to maintain communication between Prince Edward Island and the mainland. It is true also that this point upon Prince Edward Island is not the point which would accommodate the greater number of people who would use the car-ferry, and therefore, the government are trying to ascertain by means of this vote, if there are other points, outside of these two, in which steam communication may be continuously maintained That is the whole story. I have the authority of persons far more competent to speak with regard to the wishes and desires of the people of Prince Edward Island than is my hon. friend (Mr. Hughes), for saying that the people of the Island as a whole, are perfectly willing to leave it to this government to say between what points this communication should be maintained. They are perfectly willing to rest their case in this government, because they know they will receive that justice from it which they have not obtained in the past. Observations will be taken to see between what points on the Island and

the mainland, where the population is thickest and where most of the trade originates, continuous communication can be maintained. I do not know what object my hon. friend (Mr. Hughes) thinks he He seems to entertain for the serves. government a very great grudge because of a certain telegram that passed between Ottawa and Charlottetown previous to the late election. My hon. friend seems to think that the result of that telegram was the defeat of the provincial government, but while it may have contributed to the overwhelming disaster they met with, it is without doubt that they would have been defeated anyway, because the culmin-ation of many years of misgovernment would have led to their undoing as my hon. friend (Mr. Hughes) knows. I do not think my hon. friend (Mr. Hughes) is serving the best interests of the province he is supposed to represent, but which, if we are to judge from his conduct to-night, he misrepresents, by attempting to ob-struct this vote for the purpose of giving to his province that measure of justice which I maintain, has been withheld from her in the past. I think my hon. friend would be well advised if he ceases his obstructive methods and allows this vote to pass.

Mr. HUGHES (Kings, P. E. I.). I must protest against the member for Kings and Albert (Mr. Fowler), saying I am obstructing this vote or objecting to it.

Mr. FOWLER. I am voicing the sentiment of the House.

Mr. HUGHES (Kings, P. E. I.). I object to that statement, and I do not want it to go uncontradicted. I am not objecting to this vote. I am simply asking the department for information, which the department should be in a position to give me.

Mr. FOWLER. The department has not yet obtained the information you are asking for.

Mr. HUGHES (Kings, P. E. I.). It is quite apparent they have no information with regard to it.

Mr. FOWLER. To say they have not full information and to say they have no information are different things.

Mr. HUGHES (Kings, P.E.I.). The department has given us no information on the question. If the department has the information and will not give it then that is a most serious charge. I cannot compel the minister or the department to give

Mr. FOWLER.

me the information. I have asked for it in a proper manner and I have not received it.

Mr. EMMERSON. I am in favour of this vote. I do not want to discuss any extraneous matter in connection with it at all, but as I understand the vote it is for the purpose of not only making inves-tigations into the possibility of this scheme, but as well, when the results are determined, to take speedy action. I understand that this survey will not exhaust the whole of the 400,000, and I do not recognize that the \$400,000 is being voted for the mere purpose of making a survey and determining the question at issue. I applaud the minister for having the vote sufficiently large to enable him to inquire into the matter and then to take prompt and decisive action. There is one question, put by the hon, member for Kings, P.E.I. (Mr. Hughes) which I think the minister can fairly answer. Is it in the contemplation of his department, if this connection is made between the Prince Edward Island railway and the Intercolonial railway, that the freight shipped at railway, that the freight shipped at Prince Edward Island by that route and over the car-ferry service will be upon the same basis as freight shipped at any point in Cape Breton on the Intercolonial railway which has to cross the car-ferry in the Straits of Canso, and that the charges will be one freight charge on a mileage basis in the same way as freight is charged for across the Straits of Canso?

Mr. FOWLER. What is the distance?

Mr. EMMERSON. There is a vast difference in the distance, but the principle would be the same.

Mr. SHARPE (North Ontario). What is the freight rate now?

Mr. EMMERSON. There are at present practically three freight rates.

Mr. SHARPE (North Ontario). Would not the freight rate depend on the cost of the service?

Mr. EMMERSON. I suppose the cost of the service would be an element in determining the freight rates, but, it should be a single through rate without regard to the car-ferry except in so far as that ferry must be called into question in determining the rate.

Mr. CURRIE. A commodity rate?

Mr. EMMERSON. That is a feature of it. I hope the minister can give the House an assurance on that point and that the conditions that now prevail will be entirely remedied.

Mr. FOWLER. It would be the same as the bridge at St. John, for instance.

Mr. EMMERSON. Precisely, that is a very good illustration. There is the St. John Railway and Bridge Company which in a measure interferes with transporta-tion charges to the maritime provinces over the Canadian Pacific railway. To some extent, in the present case, because of the cost of the car-ferry service, it would be possibly an increase in through rates as compared with territory where no such barrier exists. That would of course be an incident of the situation, and I hope the minister can give an answer upon that point.

Mr. COCHRANE. It would be a pretty hard thing to go into details with reference to what the rates will be.

Mr. EMMERSON. I am not asking for that.

Mr. COCHRANE. There is no doubt that so far as the through rate is concerned it would be considerably less when this car-ferry is in successful operation, but that is a question which will have to be worked out in time. There is no doubt further that the object of the government is to try and provide by this means greater accommodation for the passenger traffic and also to cheapen freight rates as far as possible.

Mr. EMMERSON. I am not advocating one route in preference to another. I am advocating a car-ferry at the best determined route, and for my own information and the information of the committee I would ask my hon. friend to state the distance between Richibucto and West Point.

Mr. FOWLER. I take exactly the same position as my hon. friend from Westmor-land. It is immaterial to me which route is established. I only ask that that route shall be established which shall be most feasible, in order that the confederation compact shall be carried out. The distance between Cape Tormentine and Carleton Point, which is the shortest distance where it is possible to establish a continuous ferry, and where it will accommodate the greatest number of people on the Island, being in the centre of the Island, is nine miles.

Mr. EMMERSON. No, it is under seven miles. Senator Wood is my authority.

Mr. FOWLER. Well, we will say from even to nine miles. The distance beseven to nine miles. The distance be-tween West Point and Richibucto Head is fifteen or sixteen miles, but the advantage of the greater width, as it seems to me, is that it makes for the less obstruction from the ice, because as the ice comes down and reaches the narrower point it naturally | mer, when it paid, and compelled the gov-1801

thickens up. I hope the government will thoroughly investigate the conditions between these two points. It will be unfor-tunate if they should decide without proper investigation in favour of the shorter route, and then, after having gone to the expense of building the necessary piers, would find that it was impossible to maintain continuous steam communication there, and in the end would have to go to West Point and Richibucto.

Mr. GRAHAM. I think my hon. friend has been hardly treated fairly by some hon. gentlemen. Living on the Island, he is more personally interested in this matter than any of them.

Mr. FOWLER. The very fact that he lives on the Island gives him a selfish interest in a certain part of the Island, to wit, Georgetown.

Mr. HUGHES (Kings, P.E.I.). That is not true.

Mr. GRAHAM. If this vote were for a certain place at which my hon. friend or I were living; we would have a perfect right to advocate it, even though we had a personal interest in it. It is not fair for hon. gentlemen opposite to jump on the only member for the Island who is discussing this question. It is a new proposal, and in my experience I have never known so large an item for a new project to be put through in so short a time and with so little information. I am not complaining of the minister, but I am complaining of hon. gentlemen being irritable because this item was being discussed. It is going through in record time, and in saying that I am willing that the item should pass.

Mr. FOWLER. I resent the statement of the ex-minister that members on this side are irritable. We are not irritable in the slightest degree. I am only interested in seeing the car-ferry put at the best pos-sible place. I pointed out that my hon. friend from Kings, P.E.I., is naturally interested in retaining the traffic between Georgetown and Pictou. My constituency does not touch the points between which this ferry will ply, no matter where it is situated; therefore, I am viewing it from an absolutely unprejudiced standpoint. am not finding fault with my hon. friend from Kings, P.E.I., for naturally showing . some selfish interest in the matter, just as I would were the proposed ferry to touch some point in my constituency.

Mr. CURRIE. I realized when I visited the Island that there were interests there which were determined to carry on the transportation from the Island in a certain way. Those interests succeeded under my hon. friend in having the traffic carried on by private people in the sumernment to carry it on in the winter, when it did not pay. It seemed to me that the same interests were represented to-night in trying to block this motion.

Mr. EMMERSON. I do not think it fair for my hon. friend to make these insinuations against the hon. member for Kings, P.E.I. I know something about the influences which have interfered with the car-ferry service. They are not represented by the present member for Kings, P.E. I. This matter was before the House in 1905. The Bill went through this House, and it was killed in the Senate. The influences are not located in Georgetown or in Kings county. They are elsewhere on the Island.

Mr. HUGHES (Kings, P.E.I.). I must object to the statement made by the hon. member for North Simcoe (Mr. Currie) and also to the imputation made by the hon. member for Kings and Albert (Mr. Fowler). I have no selfish interest whatever to serve in this matter. If the ferry were established, I would of course like to see it connected with the county I represent; but the important thing is to have continuous transportation facilities between Prince Edward Island and the mainland. Some years ago I advocated the service being done winter and summer by the Raiiway Department, which is proof positive that I have no such motive as the hon. member for North Simcoe in his wild imaginings thinks I have.

An hon. MEMBER. Is the hon. gentleman trying to throw cold water on the scheme?

Mr. HUGHES (Kings, P.E.I.). What I am complaining of is the manner in which this subject was broached. We have to get a great deal of information yet, although the government expects to have the ferry in operation within three years. They will have to get a great hustle on if they are going to obtain the necessary information and have this ferry in operation within three years. All I have to say is I hope it will be a success, but if not it must be remembered that it has been undertaken by the government on its own initiative.

Mr. EMMERSON. I would suggest that the committee rise and report progress, because it is now past mid-night, and we have to be here again at eleven o'clock. I think if an adjournment were made now it would expedite business.

Mr. COCHRANE. We ought to pass this, it is not a contentious item.

Mr. GRAHAM. This item carries certainly. But there are other large items which will cause some discussion. For in-

Mr. CURRIE.

stance the vote for the Hudson Bay railway and the National Transcontinental, and the Welland and Georgian Bay canals. The government will be asked what they are going to do about these matters, and in all likelihood there will be several long speeches. Let us take the item of \$10,000,-000 for the government railways. I want to ask for information in regard to certain funds which were created in connection with the Intercolonial railway. If I remember correctly the names of the funds were the equipment renewal fund, the rail renewal fund, and I think there was a fire protection fund. I would like to know how much has been paid out of each of these funds this year, and how much remains in each case. The renewal fund was established by taking out of the working expenses each year a certain amount of money so that the department might have money at all times to purchase these things.

Mr. EMMERSON. There is also the provident fund.

Mr. GRAHAM. Yes, the provident fund also.

Mr. FOWLER. I want to say I endorse the statements that were made to-day by the hon. member for Westmorland, with regard to the board of management.

Mr. EMMERSON. I said nothing against the individuals.

Mr. FOWLER. You read from a paper which spoke very strongly against the individuals.

Mr. EMMERSON. No, I said distinctly that I did not endorse any individual reference. I was only citing that as the expression of a view on the part of friends of the minister. I spoke impersonally with regard to the individuals, but very strongly against the principle of the board of management.

Mr. FOWLER. So far as the working out of the board of management is concerned, I do not think it has been to the advantage of the railway or to the advantage of the general public. That is, with regard to the manner in which the board has conducted the affairs of the railway. From my experience as representative of the people, I have found it most difficult to get close to the administration and to get justice I trust that the minister will in his wisdom see fit to change the management along those lines. I do not believe in the management as at present conducted, and I think it would be very much better if the minister could get one man to run the railway, that is if he were the proper man and had the ability to manage the railway as a railway should be managed.

Mr. McKENZIE. I expect you get along with Mr. Brady.

Mr. FOWLER. My hon. friend from North Cape Breton may be very fond of Mr. Brady. I do not know what his experience of Mr. Brady has been, but if it has been the same as mine, he could get along very comfortably withcut that gentleman. I can say that as long as we are mentioning names.

Mr. McKENZIE. Mr. Brady is a good railway man.

Mr. FOWLER. He may be a very good railway'man. I will say this to the min-ister, that he must remember that in running the Intercolonial railway he is not running a private corporation, but operat-ing a government road, and that it re-quires a somewhat different management from that of a corporation.

The man who is retained for the purpose of managing the government road requires to have a little more diplomacy than the one who runs a corporation road. So far as I am concerned, I want to say here and now, I trust that the minister when making a selection will see to it that the man who is selected for this purpose follows somewhat different methods from those followed by the gentlemen who have lately been and are now running the Intercolonial railway.

Mr. COCHRANE. In answer to the hon. member for South Renfrew, the equipment account to the 31st December last, is \$759,-267; rail account, \$103,860; fire account, \$41,930; provident fund, \$280,441.

Mr. EMMERSON. I desire information as to what course is pursued with respect to the amounts contributed to the provident fund by those whose services have been dispensed with on complaint of partisanship, or other causes.

Mr. COCHRANE. I have not finished my statement. There have been a great many deliveries in January and February on account of equipment, and that will bring this down. The estimate I have given is to 31st of December. As to the question of the hon. member for Westmorland (Mr. Emmerson) in reference to those dismissed for partisanship, there seems to be some legal question whether they can be paid that money or not. My own view is, that if it can be paid, they ought to get it, or the 90 per cent that is usually returned.

Mr. EMMERSON. I do not wish to pre-

like to have it understood that an opportunity will be afforded me to discuss this question.

Mr. COCHRANE. There will be an opportunity on the supplementaries.

Mr. EMMERSON. We are generally dumping things through on the supplementaries, I trust it will be understood that an opportunity for this discussion will be afforded.

Mr. GRAHAM. The next is a vote for canals. I think we ought not to take that up. The hon. minister has made a record in getting through the item No. 355, that we have just passed. Let us put through item 357, and that will finish up a pretty good day's work.

Railways and Canals-collection of revenue miscellaneous compassionate allowance to the widow of the late Jos. Cuthbertson who was killed at Moncton, June 20th 1911, \$1,000.

Mr. COCHRANE. I desire to make a little change there—a change in the wording. The widow has since died.

Mr. EMMERSON. Yes, the allowance must be for the children. I would suggest that it be left to the guardians.

Mr. GRAHAM. If it were left to the estate the creditors might get it.

Mr. EMMERSON. There are eight chil-dren, the youngest being three years old. The widow died almost directly as the result of the accident to her husband. Better vote it to the guardian of the children.

Mr. GRAHAM. Would that leave it so that the guardian might think it his?

Mr. FOWLER. Better leave it to the children.

Mr. McKENZIE. The next item will be for canals. The other night, when the Minister of Marine and Fisheries was putting through his estimates, I made an onslaught upon him over the obstruction to navigation, caused by the bridge at Grand Narrows. Some years ago, an officer was sent from the department to make a report on the conditions, the number of wrecks, etc. I would direct the attention of the minister to that report made, I believe, by Mr. Bernasconi, an engineer of the Public Works Department. A change is necessary for the safety of the bridge itself, as well as of the vessels, because with a heavy vessel running at a tremend-cus tide and with the full sweep of the northeast wind, if she strikes one of these piers something has to go. It would be a wise precaution to arrange to have these vessels towed through the bridge. The minister will see from the report that a large number of vessels have been smashed vent this item going through, but I would | and poor men wrecked and ruined. One

or two cases were threshed out before the Railway Department, but never a dollar was paid for damages. When an obstruction is put in navigable water for the benefit of the whole public, the whole public should be willing to bear some of the inconvenience and to alleviate as much as possible the danger of loss and injury arising from that obstruction.

Mr. COCHRANE. I will be glad to look into it.

Mr. GRAHAM. I have asked for some little information which I desire to have before the estimates of the Grand Trunk Pacific are taken up. I gave notice of a question on Monday last, and it is on the order paper. The minister might inti-mate to his department, that I desire an answer before he goes on with his esti-mates. The question is in reference to the increase of the estimates and why that increase is made. They will probably have the engineer's report.

Some resolutions reported.

#### ADJOURNMENT-BUSINESS OF THE HOUSE.

Mr. COCHRANE moved the adjournment of the House.

Mr. FOSTER (Kings, N.S.). Before the House adjourns, I move:

That the amendments made by the Senate Bill (No. 99) respecting the Ottawa, Montreal and Eastern Railway Company, and to Bill (No. 49) respecting the Montreal Central Terminal Company, be referred to the Select Standing Committee on standing orders.

Mr. SPEAKER. This motion is hardly in order, because if these amendments are merely verbal, they would not require to go to that committee. But we have not the amendments before us; we cannot judge whether they require to go to the committee or not. The rule of the House is that if the amendments are merely verbal, they pass without going back to the committee, otherwise they must be referred to the committee which originally considered the Bill; in this case, that would be to the Railways and Canals. Stand.

Mr. GRAHAM. What business will be taken up in the morning?

Mr. COCHRANE. Government Bills, then we will take up my estimates, and when they are finished, we will take Inland Revenue.

Motion agreed to, and House adjourned at 12.45 a.m., Thursday.

Mr. McKENZIE.

# HOUSE OF COMMONS.

# THURSDAY, March 21, 1912.

The SPEAKER took the Chair at Eleven o'clock.

### FIRST READINGS.

Bill (No. 172) respecting the St. Clair and Erie Ship Canal Co.-Mr. Blain. Bill (No. 173) for the relief of Annie

Greek Wills .- Mr. Beattie.

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk).

COMMISSIONERS EMPLOYED BY THE GOVERNMENT.

## Mr. SINCLAIR.

1. How many commissioners are in the employ of the government conducting inquiries

2. What is the smallest sum per day paya-ble to any commissioner in addition to ex-

3. What is the largest sum per day payable to any commissioner in addition to expenses?

Mr. BORDEN. I may tell my hon. friend that it has been discovered that this question is inaccurate and will have to be sent back. There is a delay on that account.

Mr. SINCLAIR. When this question is answered, would the Prime Minister be kind enough to give the names of the com-missioners—I omitted to ask for that—if it is not too much trouble?

#### ST. LAWRENCE CHANNEL ICE BREAKING.

## \*Mr. BELLEMARE.

1. Does the government intend to keep the channel of the St. Lawrence free from ice this spring in order to avoid floods?

2. If so, what vessels are now employed in this work?

#### Mr. HAZEN.

1. The Department of Marine and Fisheries is endeavouring to keep the St. Law-rence channel at Cap Rouge free from ice. 2. The C.G.S. 'Montcalm'. The C.G.S. 'Lady Grey' will assist when advisable.

#### RURAL MAIL DELIVERY BRANCH.

Mr. PELLETIER moved that the House go into Committee to-morrow to consider the following proposed resolution:

Resolved, that it is expedient to amend the Civil Service Act, and to provide: (1) For the establishment of a branch of the Post Office Department, to be known as the rural mail delivery branch, and for the employment (a) of a superintendent and such other employees as may be required, who

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shall be appointed under The Civil Service Act, and (b) of such skilled persons, techni-cal officers, draftsmen and other persons as may be required, who shall be paid a per diem allowance, to be determined by the Postmaster General, and

(2) For the appointment of two chief clerks as case examiners, to be attached to the staff of such post office inspectors as the Post-master General determines, with a salary of \$1,800 on appointment, and an annual increase of \$100 up to a maximum of \$2,200.

Motion agreed to.

### AID TO TEMISKAMING AND NORTH-ERN ONTARIO RAILWAY.

Mr. BORDEN moved that the House do to-morrow, go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows

(1.) That the Governor in Council may grant to the government of the province of Ontario a subsidy not exceeding \$6,400 per mile, not exceeding in any case the number miles hereinafter respectively stated:

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not exceeding 252.8 miles: (ii) For the following branch lines of rail-

way: (a) From Englehart to Charlton; not exceeding 7.8 miles;

(b) From Cobalt to Kerr Lake; not exceeding 3.9 miles; (c) From Iroquois Falls to Timmins; not

(c) From Iroquois Falls to Timmins; not exceeding 33.16 miles;
(d) From Nipissing Junction to North Bay; not exceeding 2.18 miles;
(2.) That the subsidies hereby authorized shall be payable out of the consolidated revenue fund of Canada at the option of the Coverne in Council and more here in any term is president. Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such con-ditions, if any, as the Governor in Council deems expedient.

His Royal Highness the Gov-He said: ernor General having been made acquainted with the terms of this resolution has been pleased to give his assent thereto.

Motion agreed to.

#### RAILWAY SUBSIDIES.

Mr. BORDEN moved that the House do to-morrow, go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows:

1. That the Governor in Council may grant a subsidy of \$3,200 per mile towards the con-struction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively miles hereinafter respectively

stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceed-ing the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a fur-ther subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as is in ex-cess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:

1. For a line of railway from Liverpool via Milton to Caledonia, Nova Scotia, in lieu of subsidy granted by chapter 40 of 1907, sec-

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the Kennebecasis river, at or near Perry point, and two railway bridges across the St. John river, one at or near Mistake and one at or near Andover; in liou of the enbedde graphic be in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

3. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the sub-sidy granted by chapter 51 of 1910, section 1, item 22; not exceeding 28 miles.

4. To the Ha Ha Bay Railway Company for the following lines of railway:

- (a) from a point on the Quebec and Lake St. John railway in the township of Jonquières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;
- (b)' from Labrosse Junction to the Sague-nay river, northerly through the town of Chicoutimi; not exceeding 5 miles;
- (c) from La Terrière Junction, southerly to Lake Kenogami, via La Terrière village; not exceeding 12 miles;
- (d) from a point on the Ha Ha bay railway, at or near Bagotville Village, easterly, to the village of St. Alexis; not exceeding 3 miles;
  the said subsidies sub-item (a), (c) and (d) home of the line of th

being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (b) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (g); not ex-ceeding in all 40 miles.

5. For a line of railway at or near Ste. Agathe des Monts station towards the town-Againe des Monts station towards the town-ship of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the sub-sidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

6. To the Interprovincial and James Bay Railway Company, for a line of railway from a point on the Lake Temiskamingue Colonization railway at or near Timiskaming to or to-wards the De Quinze river; in lieu of the

wards the De Quinze river; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 42; not to exceed 50 miles. 7. To the Canadian Northern Quebec Rail-way Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 17; not exceeding 30 miles.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway: (a) from St. Joachim, northeasterly; not

- exceeding 62.8 miles;
- (b) from a point 62.8 miles northeasterly from St. Joachim towards Seven Is-

lands; not exceeding 107.2 miles; the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

9. For a line of railway from a point at or near Montreal to a point at or near mile 837 west of Moncton on the National Trans-continental railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway: (a) from Sault Ste. Marie to a point on

- the Canadian Pacific Railway between White river and Dalton Stations in the district of Algoma; not exceeding 200 miles;
- (b) from Michipicoten harbour, Lake Superior, towards the main line of the Canadian Pacific Railway; not exceeding 25 miles;
- (c) from a point on the Canadian Pacific railway, northerly, towards the Na-tional Transcontinental railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section

1, item 30; not exceeding in all 275 miles. 11. To the Algoma Eastern Railway Company (formerly the Manitoulin and North Shore Railway Company) for the following lines of railway

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 7 miles;

(b) from a point at or near Sudbury, northerly; not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 29, sub-items (a) and (c) res-pectively; not exceeding in all 106 miles. 12. To the Tillsonburg, Lake Erie and Paci-fer Beilmar Commune for a line of poilware.

fic Railway Company, for a line of railway from Ingersoll at Stratford, or to a point on the Grand Trunk Railway between Berlin and Stratford, in lieu of the subsidy granted by Chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the Na-tional Transcontinental railway, in lieu of the subsidy granted by chapter 51 of 1910,

section 1, item 32; not exceeding 22 miles. 14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the sub-sidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles. 15. To the Canadian Pacific Railway Com-

pany, for a line of railway from a point at or near Toulon to a point on the Icelandic river, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 27; not exceeding 35 miles.

Mr. BORDEN.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of rail-way from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the sub-sidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles. 17. To the Kootenay Central Railway Com-

pany,

- To the Kootenay Central Kallway Com-y, for the following lines of railway:—

  (d) from Golden via Windermere and Fort Steele to a point on the British Columbia Southern Railway at or near Jukeson; not exceeding 175 miles;
  (b) from a point on the British Col-umbia Southern railway at or near Caithness towards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and East or West Fork of North Fork, of Kettle river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

19. To the Esquimalt and Nanaimo Railway Company, for the following lines of railway :-

- (a) from Wellington to Alberni; not exceeding 60 miles;
- (b) from a point at or near McBride Junction to or towards the village of Sandwich; not exceeding 45 miles;
- (e) from the village of Sandwich to Camp-

bell river; not exceeding 38 miles; the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, sec-tion 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles.

20. For a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river, towards Fort George, on the line of the Grand Trunk Pacific railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial railway at Gibson to a point at or near Minto, together with a branch line from a point on the above-mentioned line to Marysville; not exceeding 35 miles.

22. To the Great Northern Mining and Railway Company, Limited, for a line of rail-way from Little river through Belle Marche the Great Northern Mining and

to Eastern Harbour; not exceeding 3 miles. 23. To the Southampton Railway Company, for a line of railway from a point at or near Millyille to a point on the St. John river near the Pokiok bridge; not exceeding 13 miles. 24. To the Northern New Brunswick and

Seaboard Railway Company, for a line of railway from Drummond Mines, at Austin Brook, a branch of the Nipisquit river above Grand Falls, in the county of Gloucester, to a point on the Intercolonial railway, and from such point to Alston Point. on the north side, or to Carcon Point, on the south side of the entrance to Bathurst Harbour in the

said county; not exceeding 26 miles. 25. To the North Shore Railway Company, for the following lines of railway:

- (a) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe lake in the said county, connecting with the Grand Trunk Pacific railway; not exceeding 20 miles:
- (b) from Beersville, in the county of Kent, via Rexton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles; not exceeding in all 40 miles.

26. For a line of railway from a point at or near Albert Mines, in the county of Albert, via Hillsborough, to the city of Moncton; not exceeding 22 miles.

27. To the Quebec Central Railway Company, for the following lines of railway:--

- (a) for an extension of its line of railway from a point (30 miles from St. Geor-ge) in the parish of St. Justine, coun-try of Dorpheter ty of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1.34 miles.
- (b) for an extension of its line of railway from a point (31.34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'Islet; not exceeding 50 miles;

not exceeding in all 51.34 miles

28. To the Canada and Gulf Terminal Rail-way Company, for a line of railway from Matane, easterly, to Gaspe Basin; not exceed-200 miles.

29. To the Grand Lake and Bell River Railway Company, for a line of railway from a point on the National Transcontinental Railwav at or near Bell river, thence following the direction of Bell river to Twenty-One-Mile bay, an arm of Grand lake or to Rabbit lake on the Ottawa river in the county of Pontiac; not exceeding 45 miles.

30. To the St. Charles and Huron River Railway Company, for a line of railway from a point on the main line of the Quebec and Lake St. John railway, at Indian Lorette sta-tion, thence up the valley of the St. Charles river in a northerly direction to Stoneham; not exceeding 7.5 miles.

31. For a line of railway from a point on the National Transcontinental railway, at or near Mile 837 west of Moncton, in a northor hear Mile 837 west of Moncton. In a north-erly and northwesterly direction, to a point at or near the mouth of the Nottaway river on James bay; not exceeding 300 miles. 32. To the Simcoe, Grey and Bruce Railway Company, for a line of railway from the town of Orillia to or toward Kincardine; not

exceeding 50 miles.

33. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point fifty miles northerly from the junc-tion of its line of railway with the Canadian Pacific railway, northerly to a junction with the National Transcontinental railway; not exceeding 65 miles.

34. To the Rainy River Radial Railway Company, for a line of railway from a point on the northern boundary of the State of Min-nesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy river; not exceeding 50 miles.

way Company, for the following lines of railway:

- (a) from the town Galt to Port Dover; not exceeding 58 miles;
- (b) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles:

not exceeding in all 68 miles.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock Lake Mine in a generally northerly and easterly direction to or towards a point on the main line of the Canadian Pacific Railway near the crossing of the said railway of the Winneboga river; not exceeding 50 miles. 37. To the Manitoba and Northwestern Rail-

way Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

38. To the Alberta Pacific Railway Company, for a line of railway from a point at or near the town of Cardston in a north-westerly direc-tion via Pincher Creek to a point on the Crowsnest Pass Branch of the Canadian Pacific Railway Company at or near Lundbreck, thence northerly and west of the Porcupine Hills towards Calgary; not exceeding 100 miles.

39. To the Burrard Inlet Tunnel and Bridge Company, for the following lines of railway :-

- (a) from the town of Eburne on the Fraser river to a point at or near the mouth of Seymour Creek on the north shore of the Second Narrows; not exceeding 10 miles;
- (b) from a point at or near Seymour Creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard inlet; not exceeding 5 miles;
  (c) from a point at or near Seymour Creek on the north shore of the Second Nar-
- rows to a point on Horseshoe bay; not exceeding 14 miles;
- (d) from a point at or near Pender Street in the city of Vancouver to a point at or near lot 264, North Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles. 40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific railway at or near Eagle lake, to a point on the Caribou road at or near the town Barker-Caribou road at or near the ville; not exceeding 107 miles.

41 To the Naas and Skeena Rivers Railway Company, for a line of railway from the Na-soga gulf or some other point on the waters of the Portland inlet or Naas river to or to-wards the anthracite coal deposits on the Skeena river near Ground Hog mountain; not exceeding 100 miles.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan lake to a point on the International boundary; not exceeding 50 miles

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary in the province of ear the mouth of Little Grassy river; not acceeding 50 miles. 35. To the Lake Erie and Northern Rail- Elk river towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte south-westerly into the city of Brandon; not exceeding 25 miles.

2. That the Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:-

(1.) To the Vancouver, Westminster and Yukon Railway Company, towards the contruction and completion of a railway bridge across Burrard inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding \$350,000.

(2.) To the Canadian Pacific Railway Company lessees of the Calgary and Edmonton Railway Company) towards the construction and completion of a bridge over the Saskatchewan river connecting Strathcona and Edmonton, 15 per cent upon the amount expended theron, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 2; not exceeding \$126,000.

(3.) To the Canadian Pacific Railway Company, towards the construction and completion of a bridge over the Saskatchewan river at Outlook, Saskatchewan, 15 per cent upon the amount expended thereon; not exceeding \$115,000.

(4.) To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser river, near Hope, British Columbia; not exceeding \$250,-000.

(5.) To the Caribou, Barkerville and Willow River Railway Company, towards the construction and completion of all its railway bridges (about twenty in number) over the Willow river, 25 per cent upon the total amount expended thereon; not exceeding §95, 000.

(6.) To the Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine river at the city of Brandon, 15 per cent upon the amount expended thereon; not exceeding \$20,000.

3. That unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost or right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

Mr. BORDEN.

4. That the subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon the completion of the work subsidized; or

- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) With respect to (b) and (c), part one way, part the other.5. That the subsidies hereinbefore author-

5. That the subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. That the granting of subject to the approval of the Governor in Council. 6. That the granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said board made under this section may be at the time varied, changed or rescinded by the Governor in Council, as he 5689

7. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners of Canada; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to 3 per cent per annum on the amount of the subsidy received by the company hereunder. 8. That as respect all railways and bridges

8. That as respect all railways and bridges for which subsidies are so granted the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. That the Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge. 10. That whenever a contract has been duly

10. That whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with 60 per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, 40 per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always —

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract.
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

He said: His Royal Highness the Governor General having been made acquainted with the terms of this resolution has been pleased to give his assent thereto.

Motion agreed to.

#### AID TO CANADIAN NORTHERN PACI-FIC RAILWAY.

Mr. BORDEN moved that the House do to-morrow, go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows:---

1. That the Governor in Council may grant a subsidy of \$12,000 per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river; not exceeding 525 miles.

of the Fraser river; not exceeding 525 miles. 2. That the said subsidy shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:-

- (a) upon the completion of the work subsidized; or
- (b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Council; or
- (c) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or (d) with respect to (b) and (c), part one way, part the other.

3. That the said railway, unless already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in a contract between the company and the said minister, which contract the minister, with the approval of the Gov-ernor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

4. That the said company, its successors and assigns, and any person or company control-ling or operating the said railway or portion thereof, shall each year furnish to the govern-ment of Canada transportation for men, supplies, materials and mails over the portion of the railway in respect of which it has received the railway in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it and in case of disagreement performing it, and in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy

5. That as respects the railway for which such subsidy is granted, the company at any time owning or operating it shall, when re-quired, produce and exhibit to the Minister of Railways and Canals, or any person ap-pointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

6. That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the con-struction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are pro-curable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

He said: His Royal Highness the Governor General having been made acquaint-ed with the terms of this resolution has been pleased to give his assent thereto.

Motion agreed to.

### AID TO RAILWAY BRIDGES IN NEW BRUNSWICK.

Mr. BORDEN moved that the House do to-morrow go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to provide :-1. That His Majesty, on behalf of the Do-minion of Canada, hereinafter called the 'Dominion,' may aid and assist the construc-tion of (a) A railway bridge across the St. John river at or near Andover, in the county of Victoria, in the province of New Bruns-wick; (b) A railway bridge across the St. John river at or near Mistake, in the coun- and the moneys so paid shall be held to be

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ty of Kings, in the said province; and (c) A railway bridge across the Kennebecasis river at or near Perry Point in the said county of Kings, which bridges are to be constructed by a company, hereinafter called the Bridge Company, incorporated by the legislature of the said province for the construction of the said bridges by guaranteeing the approximate said bridges by guaranteeing the principal of the bonds of the Bridge Company in an amount not exceeding the cost (which cost shall be established to the satisfaction of the Governor in Council) of the said three bridges, but not exceeding in the whole the principal sum of one million dollars, together with the interest upon the said bonds at four per cent payable half yearly for a period not exceed-ing fifty years from the date of issue of such guaranteed securities; and to provide of star payment of interest on the said bonds for the first fifteen years of the term thereof.

2. That the said guaranteed securities shall be secured by a deed of trust by way of mortgage or charge to a trustee or trustees ap-proved of by the Governor in Council, and such deed of trust shall grant a first mortgage or charge upon the said bridges and all other real and personal property, and all rights, privileges, franchises and powers that may at any time belong to the Bridge Company or in respect of which the Bridge Company may at any time have any interest. 3. That the kind of securities to be guar-

3. That the kind of securities to be guar-anteed hereunder and the forms thereof, and the form and terms of the deed of trust se-curing them and the times and manner of the issue of the guaranteed securities and the disposing of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the bridges so aided and the forms and manner of guarantee or guarantees shall be such as the Governor in Council approves of, and such terms, provisions and conditions shall be included in the said deed of trust as the Governor in Council deems expedient or necessary.

4. That the said guarantee or guarantees shall be signed by the Minister of Finance, or such officer as is designated by the Governor in Council to sign the same; and upon being so signed, the Dominion shall become liable as guarantor for the payment of the principal and interest of the said securities so guar-anteed according to the tenor thereof, and the said payment shall form a charge upon the Consolidated Revenue Fund, and the said the Consolidated Revenue Fund, and the said guarantee or guarantees, so signed, shall be conclusive evidence that the requirements hereof respecting the guaranteed securities and the deed of trust and all matters relat-ing thereto have been complied with. 5. That the rates and tolls charged by the Bridge Company upon or in respect of any of the said bridges, so aided, shall, before being levied or charged by the Bridge Company, be first approved of by the Governor in Coun-cil.

cil.

6. That any moneys paid by the Dominion under any guarantee herein provided for, shall be held to be paid in discharge of the liability of the Dominion and not in dis-charge of the liability of the Bridge Com-pany under the securities so guaranteed or under any deed of trust, securing them, and the monars so paid shall be held to be

still secured by the guaranteed securities and deeds of trust and the Dominion shall be subrogated in and to all the rights of the holders of the guaranteed securities, the in-terest upon, or the principal of, which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid be in all respects in the position of the security holders with respect to whose securities de-fault has been made in payment to the ex-tent of the moneys paid by the Dominion. 7. That the said bridges so aided shall be constructed by the Bridge Company in ac-cordance with plans and specifications ap-proved of by the Governor in Council, and the construction and the material used there-

the construction and the material used therein, and the manner of construction shall be subject to the direction and inspection of an officer of the Dominion, and up to and in accordance with the requirements of the plans and specifications so approved.

He said: His Royal Highness the Gover-nor General having been made acquainted with the terms of this resolution has been pleased to give his assent thereto.

Motion agreed to.

#### INQUIRY FOR RETURNS.

On the orders of the day being called:

Mr. LEMIEUX. I wish to ask the hon. Postmaster General (Mr. Pelletier) to be kind enough to bring down, before his estimates come up, a return which was asked for on the 22nd January concerning the cancellation of mail contracts and also a return, concerning dismissals in the various provinces, moved for about the same date.

Mr. PELLETIER. One of them is pretty nearly finished. I will do my best to have them brought down.

#### REPORTED DESTRUCTION OF HORSES FROM THE UNITED STATES.

Mr. OLIVER. Mr. Speaker, I would like to draw the attention of the hon. Minister of Agriculture (Mr. Burrell) to a matter of some urgency. The following despatch from Moosejaw appears in the press:

#### IMPORTATION OF HORSES.

Moosejaw, Sask., March 19.—As a result of a large number of the horses being brought of a large number of the horses being brought into Canada by American settlers being shot by the government on suspicion of having glanders, an international question has deve-loped. Last week scores of horses belonging to Iowa and Minnesota farmers were killed at Weyburn by the government inspectors, and it is said they were affected only with train fever and not with glanders. The owners here appealed to Washington. It is feared here that the circulation of the report feared here that the circulation of the report throughout the States of the wholesale slaughter of American horses may retard immigration into the western provinces.

This is a somewhat alarming report

would take an opportunity to give the House the facts as, I am sure, the report is exaggerated.

Mr. BURRELL. The report as outlined is somewhat exaggerated. I may say that the whole matter is under the consideration of the technical officers of the department, and I think that, pending the reception of the report from them, which we are expecting to have right away, it would probably be not very advisable to go into the details of this matter. I may say, however, that a number of these horses were brought in from Iowa and were taken to the pur-chaser's, or the dealer's premises, upon the signing by him of the customary license under the regulations, a consideration of which was that they would be inspected and tested by the mallein test for glanders and that, upon reaction, they would be shot as is ordinarily done. My hon. friend probably knows that we do not necessarily accept a certificate from the other side unless we are satisfied of its absolute reliability. Where there is any doubt we think, that in the interest of the horse breeders of this country, it is not desirable to admit horses without applying the test at once. I may add that we do not deal in our department with state officials or recognize their standing; we simply deal with the national bureau at Washington. We are getting a report on this whole subject; we now have two or three of the best officers in the department under Dr. Rutherford considering all the facts and we expect to have a report shortly. I do not think the matter is so alarming as the report would seem to indicate.

Mr. OLIVER. I would urge the minister that he should, at the very earliest possible date, make the denial public because I am sure that this report is very alarm-ing. I believe it is exaggerated. It is not desirable that it should have publicity without contradiction at the very earliest moment.

# DREDGING AT ST. JOHN HARBOUR.

Mr. PUGSLEY. I would like to ask a question of the hon. acting Minister of Public Works (Mr. Perley). I observe in the newspapers an advertisement calling for tenders for dredging in the harbour of St. John. The call for tenders appears on the 16th March and the tenders are return-able on the 9th April. The period is very short, a little over twenty days, and, under the terms of the call, the contractor must be ready to go to work within thirty days of the awarding of the contract. The mat-ter, to my mind, is somewhat urgent in the public interest and the attention of my hon. friend should be called to it.

Mr. HAZEN. I am under the impression and I would be very glad if the minister that these tenders are called for a very

small piece of dredging near one of the wharfs which requires to be done in a hurry.

Mr. PUGSLEY. Perhaps my hon. friend will look into it and let me know.

Mr. HAZEN. I will look into it.

Mr. PUGSLEY. If the contractor has to go on within thirty days after the awarding of the contract it prevents competition because dredges upon the St. Lawrence and the Great Lakes could not be taken to St. John in time.

Mr. SPEAKER. It is laid down under the rule that only matters of urgent importance can be brought up for discussion upon the Orders of the Day. While it is permissible to ask a question, hon. members are not allowed to enter upon a discussion unless the matter is one of extreme urgency, and only then under the proper rules, No. 49.

Mr. PUGSLEY. I think that I am keeping pretty well inside the rule of the House and perhaps in that respect I am copying yourself, Mr. Speaker, in the past.

Mr. PERLEY. I will make inquiries in the department if my hon. friend will give me the date of the call for tenders.

Mr. PUGSLEY. It is the 16th March.

FAST ATLANTIC STEAM SERVICE.

Mr. LEMIEUX. I wish to call the attention of the right hon. Prime Minister to the following despatch which appears in last night's Montreal 'Star.'

Ottawa, March 20.—A conference will take place in Ottawa within the next few days, between the members of the government and representatives of the transportation companies interested in the proposed establishment of a new fast Atlantic service from Halifax.

There appears to be no doubt that when the present contract expires on May 1, there will be another service in readiness, if not backed by a group of companies, as at first contemplated, then under the control of one of the most powerful of the Canadian railway corporations.

way corporations. The Canadian Pacific Railway, it is stated, is prepared to establish the necessary service without help from other companies. The proposal of this company is said to include the establishment of a five-day mail service, with three steamers, to be met at Halifax by fast mail trains. This would place Winnipeg within a week of London, via the Atlantic route. The new line, whether undertaken by the Canadian Pacific alone or jointly with other companies, will, of course, be generously subsidized by the Dominion government.

Will the right hon. gentleman inform the House whether there is any truth in this statement?

Mr. HAZEN:

Mr. BORDEN. No such conference has been arranged and the subject has not yet been considered.

# MONTREAL HARBOUR COMMISSION-ERS.

Bill (No. 150) respecting the Harbour Commissioners of Montreal.—Mr. Hazen read the second time and House went into Committee on the Bill.

Mr. HAZEN. I have explained that the Bill is simply to rectify a typographical error. In the Act of 1894, the word 'southern' was printed where the word 'eastern' was intended and that error was carried into the Act, 1909, so that we now have the word 'southern' in the description of the harbour where the word 'eastern' should be to make the description correct.

Bill reported.

# BIOLOGICAL BOARD.

On the order for the consideration of an amendment made by the Senate to Bill 118, to create the Biological Board of Canada.-Mr. Hazen.

Mr. HAZEN. In the Bill as passed by this House it was provided that the representatives of certain universities named in the Bill should constitute the Board, these being the universities that already had representation on the board. There was a further provision that representatives of other universtities engaged in biological research could be added to the Board by the minister. It was thought better in the Senate to eliminate the names of all universities from the Bill and to provide that the minister should nominate representatives. The idea was that the Bill gave undue prominence to certain universities at the expense of others, where probably biological investigation was being carried on to the same extent.

Amendments read the first and second times and agreed to.

# FORT OSBORNE BARRACKS SALE.

House in committee to consider the following proposed resolution:

Resolved, that it is expedient (a) to confirm an order in council, dated February 17, 1912, authorizing the sale and transfer to the Province of Manitoba, for the sum of \$200,000, of certain lands in the city of Winnipeg, consisting of the Fort Osborne barracks and drill shed property; (b) to authorize the making of an agreement with the said province in accordance with the terms of the said orders in council; and (c) to authorize the payment of the proceeds of such sale to the purchase of sites and the construction of buildings thereon for drill sheds and armouries for the active militia in the said city, and for barracks and other military

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purposes in or adjacent to the said city.--Mr. Hughes (Victoria).

Mr. HUGHES (Victoria). By the terms of the taking over of the lands of the Hudson Bay Company, it was provided that the Dominion Government in certain localities could acquire for Dominion and provincial purposes certain lands of the Hudson's Bay Company. In Winnipeg a fair-sized block of land was retained. The northern block was divided, the east half to the provincial government and the west half by lease to the provincial University of Mani-toba. The second lot lying immediately south was divided, the eastern half going to the provincial government for parliament buildings and the residence of the lieutenant governor, while the western half was taken up with the drill shed and barrack grounds. The drill shed, which was a very fair one in its time, has fallen into more or less decay and is totally inadequate for the present demands, while to repair it would cost a large amount. The barracks are altogether too small for the corps now in that city; there is no ground for manoeuvering.

The Manitoba government find that their parliament buildings are inadequate, and accordingly they have made a request either that the federal government shall take over the whole square or give the whole square for the parliament and de-partmental buildings. The matter has been gone into by both the previous government and the present government. An attempt was made some years ago to bring about a settlement of this matter, and various val-uations were obtained. The basis of the valuations was the value of the property for building purposes only, and the valua-tions ranged from \$338,000 upwards. The fact seems to have been lost sight of, however, that neither government could dispose of these lands for any other than public purposes, under the terms of the imperial order in council, if they were disposed of for commercial or residential purposes they would revert to the Hudson's Bay Company. The Manitoba government has never offered more than \$200,000 for the lands; they have refused again and again to offer more. They could go farther into the country and obtain for less money a more suitable site. After considerable negotiation, the chief of the General Staff and myself went to Winnipeg, and went into the whole matter carefully. In view of the fact that we could not sell the land, all we could do was to arrange to transfer the rights of the Crown in the federal government to the rights of the Crown in the provincial government with respect to these lands for the sum of \$200,000.

Mr. PUGSLEY. I ask my hon. friend to submit the valuation of this property. I may say that negotiations took place between the provincial government and the late Minister of Militia on this subject, and the valuation which was obtained by him was very much higher than \$200,000, for which it is now proposed to sell this property to the provincial government. I have the memorandum of Colonel Biggar which I will read for the information of the committee:

Memorandum respecting the proposed sale of the Fort Osborne Barracks and Drill Shed property adjacent thereto to the provincial government of the province of Manitoba.

The provincial government approached the Dominion government with a view to the acquisition by the former from the latter of these properties in December, 1910. The question was considered by the Militia Council, and it was decided to send Colonel J. Lyons Biggar, director of Transport & Supplies, to Winnipeg to go into the whole question of values, and to report.

Colonel Biggar proceeded to Winnipeg immediately, and, on the 10th of January, reported the result of various valuations ranging from \$338,000 to \$688,700. (For further particulars see his report hereto attached marked 'A'.)

'A'.) It was decided on February 15, 1911, to ask the province, in view of the cost of the erection of new Barrack Buildings, a new Drill Hall, and a site for the latter (it was considered that the department had already a good site for the Barracks), the sum of \$1,000,000, and a letter was written to the Minister of Public Works on February 28, 1911, accordingly. This the provincial government refused to accept.

A report to council was subsequently drafted, reducing the price to be asked to \$500,000. This report however, was not submitted to the Governor in Council.

A short time after the present government assumed office, the question was again taken up for consideration, on the 17th of February, ultimo, an order in council was passed authorizing the sale of the property to the province for the sum of \$200,000. (See copy of order in council herewith marked 'B.')

The Dominion's title to the Fort Osborne and Drill Shed properties is under the authority of imperial order in council passed on the 23rd of June, 1870, for the admission of Rupert's Land into the Dominion, which order in council empowers the Dominion to take and appropriate from any block reserved to the Hudson's Bay Company, without compensation, such land as might be needed for public purposes, not to exceed one-twenty-fifth of the total acreage of the block from which it is taken.

By order in council dated January 22, 1872, the Dominion government appropriated for public purposes (Dominion and provincial), under the authority of the order in council above referred to, fifty acres from a block of five hundred acres reserved for the Hudson's Bay Company, and, on April 10, 1874, an order in council was passed granting to the

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government of Manitoba the easterly half of the fifty acres thus appropriated. The remaining half is the land it is proposed to sell to the provincial government or the Dom-inion's interest in it, for the sum of \$200,000.

There is a list of valuations attached, as follows:

Then, colonel Biggar gives his own valuation as follows:

Value of land.....\$ Less cost of advertising, selling ..\$619,650 and carrying charges (20 p.c.) 123,930

-\$495.720

Present value of buildings.. .. 176,799 Less those which would have to be destroyed in subdividing

land as per plan.. .. .. .. 40,724

- 136,075

Total.. .. .. .. .. .. .. .. .. .. .. \$631,795

My hon. friend is asking the committee to authorize the sale of this valuable property, worth according to the lowest valuation in the vicinity of \$500,000, to the government of Manitoba for the sum of \$200,000.

Mr. HUGHES (Victoria). Not sale; we cannot sell it.

Mr. PUGSLEY. My hon friend is wrong in that. This property belongs to the Dominion government for public purposes, it is true, but these public purposes are pur-poses of the Dominion of Canada. That is what it was bought for; and it is proposed now to hand over this property of enormous value, right in the heart of the city of Winnipeg, to the province of Manitoba for the sum of \$200,000. Personally, I have no objection to being generous to anybody; but I do think that before parliament should be asked practically to give away this property there ought to be some good reason shown for it. The province of Manitoba is not in a needy condition. That province is amply able to pay the fair value of the property which it requires for its own pur-poses, and this I think my hon. friend ought to have required. If it is desired to give the property to the province of Mani-toba, give it, but do not make a pretense of selling it and asking only a third of what it is fairly worth. It seems to me that the action of the late Minister of Militia was entirely correct

Mr PUGSLEY

Mr. HUGHES (Victoria). Read the whole of the report.

Mr. PUGSLEY. I will read the rest of Colonel Biggar's report.

It was suggested by His Honour the Lieutenant Governor, that the valuation might be left to the real estate exchange who have a commission to which such matters are referred, and whose charges would be about \$150. In my interview with the hon. Mr. Rogers, the Minister of Public Works, I mentioned this, but he said he was perfectly willing to leave the matter entirely in our hands, and whatever we considered the pro-perty was worth, his government would pay, as they had their plans nearly ready for perty was worth, his government would pay, as they had their plans nearly ready for the erection of a new parliament building, but that its erection need only interfere with our occupation of the square for two or three years, as all they would need would be to block up the lane leading to the officer's cupartor. quarters.

Now, I take the meaning of that to be that the Minister of Public Works of Manitoba stated the provincial government would pay the valuation made by Colonel Biggar. His valuation, as I have said, was \$631,795. Why then has my hon. friend (Mr. Hughes, Victoria) generously proposed to release the government of Manitoba from that offer? Instead of taking the government of Manitoba at their word, that they are willing to pay that valuation, my hon. friend asks this parliament to practically give away that property to the province of Manitoba for less than one-third of its fair value. I do not think that can be justified. It is taking the money which be-longs to the treasury of the whole of the people of this country, and it is on a par with the giving away of the \$2,000,000 already voted by parliament to the province of Manitoba, and it is on a par with the proposition now before the House to give to the province of Ontario the sum of \$2,000,000 absolutely without consideration.

Mr. BLAIN. Is my hon, friend opposed to that gift to the province of Ontario, if gift it can be called?

Mr. PUGSLEY. I am utterly opposed to it, and I say it is wholly unjustifiable. There was no ground whatever on which this government was justified in putting its hands into the treasury and handing out \$2,000,000 to the province of Ontario. And that province does not want what it is not entitled to. I cannot imagine that the people of Ontario would ask for what they are not clearly entitled to. But we are dealing with another matter at present. This, I say, is on a par with what has already been done for Manitoba. She was given \$2,000,000 without consideration, and it is now proposed to hand over to the same province this property which is worth to the Dominion of Canada at least three-quarters of a million dollars. Indeed it will cost this government more than three quarters of a million dollars to secure property equally as good for military purposes. This property, in the very heart of the great city of Winnipeg and worth such a vast sum of money, has been handed over for the trifling sum of \$200,000. And more than that. In the face of Colonel Biggar's report that the government of Manitoba were willing to leave it to him to value, in the face of the fact that the valuation was fixed at \$631,755, now my hon. friend (Mr. Hughes, Victoria) and says: 'We will not take you at your offer. Although you expressed your willingness to pay this sum of \$600,000 odd, we propose to treat you in the most generous fashion imaginable, and we will hand you over this valuable property for the sum of \$200,000.' I say it cannot be justified.

Mr. HUGHES (Victoria). Some few years ago the Dominion government, of which my hon. friend from St. John was then a member, handed over the Logan farm, and St. Helen's island, in Montrealto each of which they had an absolute title for building lots or whatever purposes they chose—handed over those immense areas for the sum of \$200,000 to the city of Montreal. That land could have been turned into building lots and if it were the property of this government to-day could be sold for \$20,000,000. My hon. friend from St. John did not do any worrying over that transaction. To-day the federal government holds property in the city of Winnipeg in trust for public purposes. The provincial governments hold the ad-joining half of it also in trust for public purposes. Not one foot of that property can be sold for building or commercial purposes; it must be reserved either for federal or provincial objects. The half held by the Dominion government was ori-ginally handed over to it on nominal terms for public purposes. This part is now being handed over to the province for public purposes. Now the highest price the Manitoba government ever offered to pay—I have that information from Prime Minister Roblin, from the Hon. Mr. Rogers and from the Hon. Mr. Campbell—all they ever dreamed of paying was the sum they are paying to-day, \$200,000, and if my friend had read the whole of the report—

Mr. PUGSLEY. I did read the whole of it.

Mr. HUGHES (Victoria). Then I did not catch during his reading one very important statement that is in the report, for example, this statement:

The property at the corner of Broadway and Osborne, owned by Mr. Kennedy, is held at \$250 a foot, but he has, however, lately sold part of the same blocks on Colony Street at \$90 a foot.

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Mr. PUGSLEY. Whose report is that?

Mr. HUGHES (Victoria). Colonel Biggar's report. He goes on to say:

I therefore think his price of \$250 on Osborne Street excessive.

These are the inflated valuations of Winnipeg land agents, taking the land on a commercial basis as divided into building lets for speculative purposes in that city. Suppose we had had the opportunity of selling the land for this purpose. Then under the law of the department, these lots would have had to be put to public sale. I maintain that under the circumstances the handing over of this property to the province for the sum of \$200,000, where it remains a Crown property, the title being vested in the King for the province instead of in the King for the Dominion, is a fair and reasonable transaction.

Mr. PUGSLEY. What will it cost the Dominion to purchase property equally good for the purpose, and to erect buildings to take the place of the present structures which will be lost to the government?

Mr. HUGHES. (Victoria). We now occupy less than an acre and a half of land and I can get five acres additional, and put up a better drill shed than the present one, and just as well situated, for \$80,000. As to the barracks site I can buy it with one-half of the \$200,000. I can purchase for that amount 100 acres of land conveniently situated and erect barracks greatly superior to the present building. I am not saying that these new buildings will be at all adequate to the wants of the force, but I can replace the present buildings for \$150,000 of the \$200,000 received for the property.

Mr. PUGSLEY. My hon. friend speaks of five acres that he could get, but are there not twenty-five acres?

Mr. HUGHES (Victoria). My hon. friend referred to the drill shed especially, and I was dealing with that. We have got an acre and a half of ground, and we could get five acres additional, and on that site erect a drill shed in the heart of Winnipeg, much better situated than the present building, for the sum of \$80,000. That is we can errect a new drill hall as good as the present one for \$80,000, but it would not meet the demands of the service. In building a drill shed we have to provide suitable quarters for four regiments, besides a battery and other corps. I would ask my hon. friend from St. John just to consider the transaction that he was a party to a few years ago when the government sold the Logan farm, and St. Helen's island for \$200,000, whereas if they had kept that property and disposed of it to-day for

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building purposes they could have obtained \$20,000,000.

Mr. PUGSLEY. When it was agreed to hand over St. Helen's island to the city of Montreal, I do not think I was in the government. That transaction occurred many years ago. My right hon. friend the leader of the opposition tells me that it was probably ten years ago.

My hon, friend knows that property in the city of Winnipeg, like property in the city of Montreal, and especially suburban property, is worth, probably 500 per cent more than it was worth ten years ago.

Mr. HUGHES (Victoria). Ten years ago the same property in Montreal would have brought \$5,000,000 if sold.

Mr. PUGSLEY. However, we are deal-The ing with the present proposition. The hon. gentleman knows that the city of Winnipeg has grown in ten years from a comparatively small city to one of 175,000 people.

Mr. HUGHES (Victoria). Only half the size of Montreal at the time that property was sold.

Mr. PUGSLEY. The hon. gentleman knows that property has appreciated many times in Montreal. And he knows as well as I do, for he has been there, that this property in Winnipeg is a magnificent pro-perty. How many acres does he propose to sell?

Mr. HUGHES (Victoria). We are not selling any, but are transferring the right of the Crown in right of the federal government to the Crown in right of the provincial government.

Mr. PUGSLEY. How many acres?

Mr. HUGHES (Victoria). Twelve and a half.

Mr. PUGSLEY. The hon. gentleman is mistaken. It is 25 acres according to this report.

Mr. HUGHES (Victoria). No.

Mr. PUGSLEY. Let me read the report again.

By order in council dated January 22, 1872, the Dominion government appropriated for public purposes (Dominion and provincial), under the authority of the order in council above referred to, fifty acres from a block of 500 acres reserved for the Hudson's Bay Company, and, on April 10, 1874, an order in coun-cil was passed granting to the government of Manitoba the easterly half of the 50 acres thus appropriated. The remaining half is the land that it is proposed to sell to the provincial government for the Dominion's interest in it for the sum of \$200,000.

Mr. HUGHES (Victoria).

the impression it was only twelve and a half acres-

Mr. HUGHES (Victoria). Will the hcn. gentleman allow me? I explained before, but he may not have been in his place, that in this property there were two blocks. The northern block was divided into the eastern and western halves, the eastern half being reserved for the Mani-toba departmental buildings, and the western half transferred for public purposes to the provincial government of Manitoba under lease. The southern block, con-sisting of 25 acres was similarly divided. The eastern half was taken by the provincial government for parliament buildings and the residence of the Lieutenant-Governor of the province, and the western half is taken for this purpose, being the half of 25 acres or  $12\frac{1}{2}$  acres.

Mr. PUGSLEY. The hon. gentleman is disposing of this on the theory that it contains 12<sup>1</sup>/<sub>2</sub> acres. If I can show him there are really 25 acres, he will double his figures perhaps:

Mr. HUGHES (Victoria). No, we have got the valuation.

Mr. PUGSLEY. The report the hon. gentleman has submitted to the committee for the information of members, establishes what I have said. I have read it. It shows that there was a block of 50 acres, the easterly half of which was granted to the government of Manitoba and the westerly half of which it is proposed to sell to the provincial government. It is on this report that he is asking us to take this action, and that report shows clearly that what it is proposed to transfer is a tract of 25 acres.

That is HUGHES (Victoria). Mr. wrong. We have the valuation, whether the acreage is  $12\frac{1}{2}$ , or 50 or 10.

Mr. PUGSLEY. The hon. gentleman (Mr. Hughes, Victoria), has said that I did not read the whole of Colonel Big-gar's report. Now, let me read the whole of it. I certainly did not intend to omit anything important in reading it before. This is the report of Lieut.-Colonel J. Lyons Biggar, dated January 10th, 1911: of it.

As requested by you I made a careful ex-amination of the value of lands in the neigh-bourhood of Fort Osborne Barracks, Winnipeg, and consulted with a number of real estate agents as to the best plan of arriving at its value, with the result that a plan was prepared showing the most economical and profitable way in which it could be subdivided. (Plan attached marked 'A.')

On examining the registry office and the city hall records, I find that comparatively few sales have taken place in that neighbour-hood within the last year. Only one appears This is half of the 50 acres, which is 25 acres. So, my hon. friend being under site the Parliament Buildings, and one on

Assiniboine avenue. These were both on a basis of \$150 a foot street frontage. The property at the corner of Broadway and Osborne, owned by Mr. Kennedy, is held at \$250 a foot, but he has, however, lately sold part of the same blocks on Colony street at \$90 a foot. I, therefore, think his price of \$250 on Osborne street excessive.

Let me pause here to remark that Colonel Biggar is evidently not disposed to take this valuation of \$250 a foot, but reduces the valuation to what he thinks is right after conferring with a large number of real estate men in Winnipeg. It should also be born in mind that this report is dated more than a year ago, and any one who knows Winnipeg, knows that the property there is worth a good deal more than it was even a year ago:

I was able to obtain the opinions of a number of the most reliable real estate men in Mr. Macdonald.. . 338,000 .. .. .. .. W. Allan of Allan & Kellum..... Colonel Thompson of Thompson & 460,125 Mr. Kennedy.. Mr. Young, valuator for the Canada 598,000 Life .. 516,750 .. .. Mr. Geo. Pope, valuator for the Grand 688,700 535,100 The buildings on the properties are as shown on the attached list. My own valuation is as follows :---Value of land .. .. .. \$619,650 Less cost of advertising, selling and carrying charges (20 per cent).. .. 123,930 \$405 790

	φ±00,120
Present value of buildings	\$176,799
Less those which would have to be	
destroyed in subdividing land as per	
plan	40,724

\$136,075

Now I have read what he says of the interview with Mr. Rogers representing the Manitoba government, and this distinctly contradicts the statement of my hon. friend that the highest they ever offered was \$200,000.

In my interview with Mr. Roberts the Minister of Public Works, I mentioned this, but he said he was perfectly willing to leave the matter entirely in our hands, and whatever we considered the property was worth, his government would pay, as they had their plans nearly ready for the erection of a new parliament building, but that its erection need not necessarilly interfere with our occupation of the square for two or 1814

three years, as all they would need would be to block up the lane leading to the officers' quarters.

J. LYONS BIGGER, Lieutenant-Colonel

Now I have read the whole report from beginning to end, and let me ask if there is a word in that report which justifies that sale for this trifling sum of \$200,000. Here is Colonel Biggar's report that upon that property alone, which he says consists of 25 acres, there are buildings worth \$176,000. He says that he had offered to the Lieutenant Governor of Manitoba to let a committee of the Real Estate Exchange value it, and Mr. Rogers said: No, we don't want that, we will leave the matter entirely in your hands, and whatever you think it is worth we are willing to pay. And Colonel Biggar reports that the property is worth \$631,795. Now, what is there to justify my hon. friend in coming forward in face of this report and saying to the Manitoba government, we will give you this valuable property which is worth to us this vast sum of money, upon which we have build-ings that are worth, according to the officials of the department, \$176,000, we will give you these buildings and this 25 acres of land in the heart of this great city of Winnipeg for \$200,000? I say again that nothing in the report justifies it. My hon. friend, if he is proceeding on the theory that there are only twelve and a half acres of land, when he finds now that there are 25 acres, ought to revise his resolution, and at all events ask double the amount which he is now asking. I think he ought to have \$631,000, that is what the property is fairly worth, and apparently that is what the Manitoba government were willing to pay according to the report of Colonel Biggar.

Mr. BORDEN. My hon. friend seems to be under the impression that in carrying out this arrangement to transfer a property from the Crown in the right of Canada to the Crown in the right of Manitoba, we should endeavour to proceed on the basis of a real esate speculation. Well, that is not the theory on which these matters have been dealt with in the past. If we examine the records of past administrations, whether of the one of which my hon. friend was a number or of those which preceded it, we will doubtless find a great many illustrations, some of which have been mentioned here to-day, where property has been transferred from the Crown in the right of Canada to the Crown in the right of a province, or where property has been transferred from the Crown in the right of Canada to a city or municipality, for other

ment of Canada, over and over again, both through the admiralty, and through the Department of War, properties of enormous value throughout this country, both on the Atlantic and on the Pacific, and in the interior as well, without asking compensation of one dollar for the transfer of those properties, because they are not passing properties, because they are not passing away from the Crown, but simply passing from the Crown in the right of the im-perial government to the Crown in the right of Canada? Now, my hon. friend the Minister of Militia has not pro-ceeded on the basis of no compensa-tion at all. Let us look for a moment at the question of compensation. This pro-perty was held, as I understand, by the Crown in the right of Canada to be used for mublic purposes alone it could not be for public purposes alone, it could not be used for any other purposes, the Crown could not dispose of it for commercial purposes. Every hon, gentleman who is fami-liar with the basis of valuation as applied in expropriation cases, knows that the purposes for which a property can be used by the owner are a most important factor in the estimate of the value placed upon his property by a court determining that value. Any one who is familiar with such cases knows that enormously valuable property in the city of London was expropriated by a railway company under the provisions of the imperial statute, and the corporation which owned it could not receive anything more than one shilling, a purely nominal com-pensation. For what reason? Because that property was held by the owners purely for one purpose to which only it could be applied. It could not be used by the owner or disposed of by the owner for commercial purposes, and the railway company acquired without cost the property which was of enormous value for its purposes, simply for the teason that the owner could apply it to one purpose alone, and therefore its value for commercial purposes could not be taken into consideration.

• Mr. PUGSLEY. Suppose the owner was able to say: Although I can only use it for one purpose, yet I can advantageously utilize it for that purpose. Now would not he get its full value for which it was useful to him for that purpose?

Mr. BORDEN. The whole principle is this, that the value to the owner, not the value to the person who is to acquire it, must be taken into consideration. My hon. friend is quite right in that regard.

Mr. PUGSLEY. Is not this a magnificent place for a barracks?

Mr. BORDEN. Therefore, when my hon. friend seeks to apply to this arrangement a basis of valuation which depends for its accuracy upon the value which could be obtained for commercial purposes, he is not

Mr. BORDEN.

applying a fair basis of valuation. I realize that what he has just suggested is an entirely different consideration, and one to which regard must be given. He says: Is not this property useful for the purpose to which it is applied at the present time? Of course it is, and it is for that reason that my hon. friend the Minister of Militia has insisted that the government of the province of Manitoba, that is the Crown in the right of Manitoba, should make a payment of \$200,000 for this property. For what reason? Because) my hon. friend finds, upon examining property in the city of Winnipeg and in the vicinity, that he can get property of a larger area and equally suitable for this purpose for a smaller amount than he is receiving from the government of Manitoba for this property. That is the basis on which my hon. friend is proceeding.

Mr. PUGSLEY. He has not given us that information.

Mr. BORDEN. He has given information to that effect in my hearing, both in regard to the drill shed and in regard to the barracks. He says that even if you include the erection of a drill shed he can acquire property for both purposes, and erect a building for one purpose for a smaller amount than he is receiving from the government of Manitoba for this property—that is, assuming that the building which he erects would be of the same size as this building was when it was erected in the first instance.

Mr. PUGSLEY. My hon. friend does not realize that of all these buildings, the drill hall only cost \$25,000. But there are several others, officer's quarters, stables, carriage shed, married men's quarters, magazines, storehouse and so forth, and although the drill shed only cost \$25,000, the other buildings on this barrack ground cost \$263,350.

Mr. BORDEN. As far as the other buildings are concerned, let us look at that consideration for a moment. To the government of Manitoba, which is acquiring these premises, these buildings would be of no value whatever. My hon. friend says that they might be of value to this government and that they cost a very large sum of money. I have not had the opportunity of looking at the report and I cannot question the accuracy of his statement taken from the report in that regard. But, the question which confronted my hon. friend the Minister of Militia was this: Was it desirable and in the public interest, in view not only of the conditions as they are to-day, but in view of the conditions as they may be in the next twenty-five or fifty years, to proceed with the repair of these buildings and to establish permanently the

site of a drill hall and barracks in the centre of the city? My hon. friend arrived at the conclusion, as I understand, that this is not a suitable site either for to-day or for the future. Inasmuch as this site almost immediately adjoins the parlia-ment buildings and as it adjoins the site of the public departments of the province of Manitoba, it seemed undesirable that the barracks and drill hall should continue to be situated on that particular piece of property. The horses are to be stabled there and the property must become more or less of a nuisance on account of the use to which it must be applied. Having regard to the public interest taken as a whole, having regard to the changed conditions in the city of Winnipeg, it was thought desirable that the location of these buildings should be elsewhere than upon this very central site which had been selected when the city was only a very small community instead of being a very large city as it is at the present time. So, my hon. friend the Minister of Militia and Defence, taking into consideration, in the first place, the circumstance that this property cannot be used by the government for commercial purposes, taking into consideration, in the second place, that this property has been reserved for public uses, taking into consideration, in the third place, that this property is to be transferred to the government of Manitoba for public purposes and for no other purpose and, taking into consideration, lastly, the very important circumstance that for the sum of \$200,000, which my hon. friend is to receive as compensation for this property he can procure larger, better, more convenient and more suitable sites for the purposes to which this property is now being applied, was perfectly justified in coming to the conclusion at which he did; and why my hon. friend (Mr. Pugsley) should find it necessary to criticise so strongly as he has done this very reasonable proposition, I do not understand. The property is held to-day by the Crown in the right of the Dominion of Canada and used for public purposes. These public pur-poses are not suitable considering the nature and location of the site. My hon. friend the Minister of Militia will provide another larger and more suitable site out of the money which he is to receive from the government of Manitoba. The property will still be vested in the Crown, not in the right of Canada, but in the right of Manitoba and will still be used for the same public purposes for which it was reserved in the first place.

Sir EDMUND OSLER. I do not know anything from the military standpoint about the advisability of this change, but I desire to say a word in so far

as the value placed upon the land is concerned. If the land cannot be used for commercial purposes I do not think that the valuation that has been quoted is open to objection. Just to give an illustration, the Ontario government wanted to sell the Government House grounds in Toronto for commercial pur-poses because they had become entirely unsuitable. When they came to deal with the matter they found that they were unable to sell the property without the consent of the Dominion government because at confederation apparently it had been set aside for Government House purposes only. If the Dominion government had not given that consent, if the land had been in the position of this land in Winnipeg, and could not have been sold for commercial purposes, it would not have been worth \$100,000. But, the Ontario government received the consent of the Dominion government, they advertised for tenders and they sold that land for commercial purposes for \$800,000. They replaced the Government House site with a very much larger and more suitable site for \$125,000. That shows the difference between the value of property that can be used for commercial purposes and property which is only available for public purposes. I know nothing about the advisability of making this change from the militia point of view.

Mr. PUGSLEY. I think my hon. friend the Minister of Militia is not fair to this committee. He cannot tell us whether he is selling twelve and a half acres or twentyfive acres. If it is twenty-five acres it makes a wonderful difference.

Mr. HUGHES (Victoria). Whatever the area, is it not the area upon which he has reported the valuation? We are only selling one quarter of the fifty acres.

Mr. PUGSLEY. Then the report and order in council which the minister has brought down are wrong. Before we pass this resolution we have a right to know if it is correct; we have a right to know what we are selling. We have a right to know whether we are selling twelve and a half acres or twenty-five acres. I have the order in council of the 17th of February last made on the recommendation of the Minister of Militia. It says:

The minister observes that by order in council dated January 22, 1872, the Do-minion government appropriated for public purposes under the authority of the order in council already referred to, fifty acres from a block of five hundred acres reserved for the Hudson Bay Company, and on April 10, 1874, an order in council was passed granting to an order in council was passed granting to the government of Manitoba the easterly half of the fifty acres thus appropriated.

to the government of Manitoba. The min-ister says that he can buy five acres that will be suitable for a drill hall site. My hon, friend does not mean to do that. He knows that to give the military the accommodation which is given by this site will cost this country nearer half a million than \$80,000 and he knows that is what he is going to do. He knows that he is going to get land and put up new buildings for officers and men's quarters and a drill hall, and he knows that the whole thing would cost him in the vicinity of a million of dollars. We know that the people of Winnipeg have in view land extending out Portage avenue way to the Assiniboine river. That land alone will cost half a million dollars, and my hon. friend ought to be able to tell us whether he has 25 acres of land there or  $12\frac{1}{2}$  acres. Twenty-five acres of land would give the military splendid accommodation for many years to come. That is why I say we ought to know whether he has 25 or 121 acres. If it is only  $12\frac{1}{2}$  acres it might be desirable to move to some other location, as this would not be large enough for-

Mr. BORDEN. I do not think it will be necessary for my hon. friend to enlarge upon that. If there is any question about the area that is being transferred it is only proper that it be cleared up. I would therefore suggest to my hon. friend (Mr Hughes) that the committee rise, report progress and have the matter made perfectly clear.

Progress reported.

#### SUPPLY-DAIRYING IN CANADA.

Mr. BORDEN moved that the House go into Committee of Supply.

Mr. J. W. EDWARDS (Frontenac). Mr. Speaker, before you leave the chair, I desire to speak for a short time, on a mat-ter of very great importance, especially to the dairymen and farmers of eastern Ontario and western Quebec. For many years the farmers and dairymen of Ontario and Quebec, particularly of eastern Ontario and Western Quebec, have been appealing to parliament for redress of certain alleged grievances in regard to the weighing of butter and cheese at the port of Montreal. This is a matter which I need not say is of the utmost importance to a very great industry in Canada. I assume that no one will question the importance of the dairy interests of Canada or their right to the fullest consideration. Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner for Canada, taking the total exports of butter and cheese from 1880 down to the present time, and adding thereto the annual home consumption of milk, butter Mr. PUGSLEY.

and cheese at the rate of \$10 per capita, calculates the total value of the dairy products for that period at \$1,885,089,703. He further graphically says of this enormous quantity of milk that it would make a lake approximately 8 miles long, one mile wide and 15 feet deep. It would supply a stream 10 feet wide and one foot deep, running three miles an hour for two years and three months. If we could add to that, the product of the bee industry in this country, we could demonstrate that Canada is indeed a land flowing with milk and honey. Our export figures do not properly represent the magnitude of the dairy industry. That is clearly seen when one considers that the total production of milk in Canada reaches the enormous value of \$100,000,000 a year. The ever-growing importance of the home market in which there is an increase of more than \$2,000,000 a year will show the need for giving to this industry every possible consideration. Notwithstanding the increase in the home consumption, the total value of our exports for 1911 of cheese, butter and milk, shows a substantial increase over the two previous years, the figures being:

Our exports of butter, cheese and milk reached the record value of \$31,667,561 in 1903. But in placing that total export in comparison with the exports of more re-cent years we should bear in mind Professor Ruddick's estimate, that our home consumption of these commodities last year was \$25,000,000 greater than in 1903. If our present rate of increase in home consumption of butter and cheese should continue as it has in the past few years, and our production remain stationary, we would have no cheese to export ten years from now. But I maintain that with proper care, and due consideration for this great industry, we cannot only supply the increased home demand in Canada, but Canada can continue to maintain its present enviable position in the British market.

There are many reasons why this industry should be encouraged and safeguarded in every possible way, not only because of the large financial returns, but because of the encouragement it offers the farmer to breed the best dairy cattle and because of the effect it has in preserving the fertility of the soil, which is a matter of very great importance, especially in eastern Ontario and western Quebec. The industry presents another very strong claim to the fullest consideration cn the part of this House, namely, in the amount of capital invested. In the prov5713

ince of Ontario alone there are 1,234,500 milch cows, which, valued at an average of \$45 per head, would equal a total value of \$55,552,000. Of other cattle there are in the province of Ontario 1,558,600 valued at \$45,000,000. The total value of farm lands, buildings, implements and live stock in Ontario in 1910, as given in the report of the Bureau of Industries, amounts to \$1,-283,410,384. It is of course impossible to say how much of that enormous sum could be properly regarded as capital invested in the dairy industry, but I am sure all mem-bers will agree with me that the value of the milch cows does not by any means represent all the capital invested in dairying. Some of the money invested in land, buildings, and implements, which are necessary to the carrying on of this business, must be regarded as capital invested in the dairy industry. The following shows the number of cheese factories and creameries in the various provinces of the Dominion:

	Cheese factories.	Creameries.	Combined factories.	Skimming stations.	Not classified.
Ontario. Quebec British Columbia. Manitoba New Brunswick. Nova Scotia Prince Edward	1,105 1,518 None 25 24 8	$126 \\ 643 \\ 19 \\ 23 \\ 10 \\ 6$	795 1 3 3	53 1	31
Island, Alberta	$\begin{array}{c} 17\\11\\3\end{array}$	9 71 15	20		
Totals	2,711	922	822	54	31

Besides these there are some twelve condensed milk and milk powder plants. I place these figures in 'Hansard' because they indicate to a certain extent the de-velopment of this industry, and indicate that all the provinces of Canada are more or less interested in it. I want to refer more particularly to the industry in Ontario. At the 1,105 cheese factories in Ontario in 1910 there were 1,451,244,620 lbs. of milk from which 135,521,390 lbs. of cheese were manufactured, valued at \$14,491,410. At the creameries in Ontario 12,893,650 lbs. of butter were manufactured, valued at \$3,-016,135, or a total value of cheese and but-ter manufactured in Ontario in that sea-son of \$17,507,545. It is interesting to note that eastern Ontario is the great cheese producing part of the province, while most of the creameries are in western Ontario. Ten of the eastern Ontario counties have over half the cheese factories in the prov-

the number of factories and the quantity and value of the cheese produced, the five foremost counties are Leeds, Hastings, Glengarry, Dundas and Frontenac. While eastern Ontario leads in the production of cheese, western Ontario leads in the production of butter, the five leading counties of western Ontario in this respect being Huron, Middlesex, Oxford, York and Bruce. The county of Oxford takes a very prom-inent position in both cheese and butter, ranking first of all the counties of the province in regard to the combined output of these two commodities. I do not think I shall be far astray if I estimate the number of milch cows in the Dominion of Canada at 3,000,000, and if you place their value at \$45 a head, which I consider very low, it amounts to \$135,000,000 invested in milch cows alone. Some hon. gentlemen may be disposed to regard farm prices as too high; but I would like to ask these hon. gentlemen, have they really considered the matter from the standpoint of capital invested and from the standpoint of the cost of production and of the time and labour expended in producing these things? I wish to place a few figures on 'Hansard' in this connection, which possibly will be regarded by some gentlemen as somewhat fanciful, but I would invite them to take their pencil and work out the calculation for themselves. Suppose I place the average time of milking a cow at six minutes and, to use a common expression, that is going some-

Mr. GRAHAM. It is certainly a pretty good speed.

Mr. EDWARDS. That would mean for milking three million cows morning and evening, every 24 hours, an aggregate time of over 68 years. If you divide the time into days of ten hours each it means 60,000 days, and if you value that time at \$2 for a ten-hour day, it represents \$120,-000 for milking those cows twice in the twenty-four hours. If you take the milking period as averaging eight months, that means that the time spent in milking those cows for one season, the factory season, if paid for at the rate of \$2 for a ten-hour day, would represent a value of \$28,800,000. I am placing these figures on 'Hansard' because I think it is necessary to impress on some hon. gentlemen that the farmer earns every dollar that he gets for his cheese.

At one o'clock, the House took recess.

House resumed at three o'clock.

producing part of the province, while most of the creameries are in western Ontario. Ten of the eastern Ontario counties have over half the cheese factories in the province. Considered from the standpoint of

creameries are drawn from the report of the Ontario Bureau of Industries of 1910, and from Bulletin No. 31 of the Agriculture Department for 1910. Perhaps I may be permitted to add a few more figures on the same line. I was endeavouring to show the time and labour expended in connection with the dairy industry. If you allow an average of six cows to be milked by one person, the figures I have given would mean that every night and morning an army of 500,000 people are so engaged. Suppose that a farmer has 25 cows, which is not an unusual number in many parts of Ontario and Quebec, it would take one person two and a half hours morning and evening to milk these cows. That is five hours a day, or half the time of a regular day of ten hours. These fig-ures demonstrate, I think, that Canada's proud position as a producer of dairy products has not been attained without the expenditure of time, labour and money and suggest that those engaged in that industry in Canada are entitled to more consideration than they have received in the past. When we consider that the Can-adian duty on butter is only about onehalf that imposed by the United States. and also that the late government proposed to open our valuable home market to the surplus dairy products of the world, one is forced to conclude that hon, gentlemen opposite have never appreciated the Jifficulties and disadvantages under which the dairy men of Canada have laboured. Time and again, during the past fifteen years, the dairymen appealed to the late government for relief from gross injustice in the weighing of their products at Mon-treal. In 1904, the unjust system of weighing butter and cheese in Montreal was made the subject of a debate in this House Mr. (now Hon. Senator) Pope, as will be seen at page 7267 of 'Hansard' of that year:

In the opinion of this House the dairy farmers of Canada have wrongly suffered great loss for many years through the sys-tem allowed to prevail by the government in regard to the weighing of the butter and cheese at the port of Montreal and from the government's neglect to provide any proper system for such weighing by the investiga-tion and report of Mr. W. G. Parmalee, Royal Commissioner, bearing date 22nd Oc-tober, 1903, and this House regrets that since the date of such report no action has been taken by the government to remedy the state of affairs shown thereby.

That resolution was voted down by a straight party vote, 46 yeas to 75 nays. And, as recorded at page 7271 of 'Hansard' of that year, every Conservative member in the House voted for that resolution, while

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to place a proper estimate on the frequent expressions of regard for them uttered by hon. gentlemen opposite.

I wish to direct the present government's careful attention to that particular vote, because I find the name of five of the members of the present cabinet recorded in favour of that resolution. That is an encouragement to me to think that something definite will be done by the present administration. Year after year, the hon mem-ber for East Lambton' (Mr. Armstrong) with the energy and ability characteristic of him, brought this matter of unjust weighing in Montreal to the attention of the late government, but without any definite ac-tion being taken. In 1908, six hundred dairymen met in convention in the city of Ottawa. Among the things they asked for were:

Factory inspection of cheese.

Weights at the point of shipment.

The payment for cheese at the point of shipment on delivery there.

Again, in 1911, a large delegation of dairymen, principally from eastern Ontario and western Quebec, numbering some eight hundred, waited upon the govern-ment here, and asked for redress of their grievances. Let us see just how this thing has been working, and how it is working at the present time. The cheese is weighed in the factory, no fractional part of a pound being stamped on the cheese. In weighing the cheese an allowance of half a pound is always made for good weight. A cheese is put upon the scale and weighs. let us say, 80½ pounds. It is marked 80 pounds. The next cheese weighs 80% pounds, just ½ pound short of the half. It is stamped 79 pounds. There is an overweight of nearly 12 pounds. A man makes a shipment of 500 cheeses to Montreal. On arrival of the cheese, those in charge of this business take any five out of that lot and weigh them. Suppose the first cheese runs 1 pound short, the second the same, the third just even, the fourth 1 pound heavy, and the fifth also 1 pound heavy. On these five cheeses, then, there is neither gain nor loss in weight. Yet the buyer in Montreal reasons it out in this way: On two of those cheeses there is a loss of 1 pound, therefore, we will take 2 pounds from the weight of every five cheeses in that shipment, or, from the shipment of 500 cheeses, 200 pounds. But no credit is given for the overweight through deductions are made for short weight. My hon. friend from Peel (Mr. Blain), asks me what loss that would be at the average price. I will refer to that more in detail later on, and I think I shall be able to demonstrate conthe House voted for that resolution, while every Liberal member voted against it. This vote will probably assist the farmers 5717

those of Ontario and Quebec. Is it reasonable or just that the producer of cheese should be forced to accept the weights in Montreal of a man who is appointed to do the weighing by the men who buy the cheese? Would it be reasonable for the consumers of coal in the city of Ottawa to be obliged to accept the weights of the coal merchants? It would be perfectly unreasonable, and the people would not stand anything of the kind. But that is exactly what the farmers and dairymen are being forced to accept under present conditions.

As I have said, this matter has been the subject of a good deal of interest for some time. Mr. Charles A. Bull, who is spoken of by the former Minister of Agriculture, Hon. Sydney Fisher, in the very highest terms, took a very deep interest in this matter, for many years, and considerable correspondence passed between him and the former Minister of Agriculture. Writ-ing to Mr. Bull in 1900, Hon. Mr. Fisher said:

If you or anybody else will work up a case such as you described in general terms, there is no doubt we could make such a row about is no doubt we could make such a row about it that either the local government or I would have to appoint a weigher. Instances such as you give me if in detail as to dates &c., accompanied by such certificates careful-ly prepared and tabulated would present such a case before the Dairy Association and be-fore the Butter and Cheese Board that they could not help acting could not help acting.

In that letter the former Minister of Agriculture asked Mr. Bull to present him with the details, and suggests the possi-bility of kicking up such a row that the Minister of Agriculture will have to act. Again in March, 1901, the Hon. Mr. Fisher wrote to the same gentleman:

It is of the utmost importance that you should send me at once all papers on the short weight matter.

You will note in all these communications the former Minister of Agriculture seemed to want the details. In Decem-ber, 1901, Mr. W. G. Parmelee, then Deputy Minister of Trade and Commerce, was appointed as Royal Commissioner to investigate and inquire into and report upon complaints and difficulties in con-nection with the weight of butter and While Mr. Commissioner Parmacheese. lee was holding a sitting in Montreal, the Hon. Sydney Fisher wrote to Mr. Bull, who was interesting himself very much in this matter of weighing, and said: 'Don't go into too many details.' I ask hon. gentlemen to consider that remark alongside of the previous statements made by the former Minister of Agriculture. In July, Minister of Agriculture. In July, 1903, Mr. Fisher again wrote to Mr. Bull:

I count upon you to do everything you can to prevent any party capital being made from it.

This is from the commissioners report:

The matter of the report is such that I cannot force it on, although I am trying my best to get Mr. Parmalee to bring it to a close. You can do a good deal no doubt to allay any difficulties which may arise, and it would be very unfortunate if you were to try to raise any.

The correspondence, taken along with the inaction of the former Minister of Agriculture, shows a keen regard for his party, but a woeful lack of interest for the agriculturists and dairymen of the country. Now, let us consider some state-ments of Mr. Parmalee, the Deputy Minister of Trade and Commerce. As I said before, Mr. Parmalee was appointed in December, 1901; he did not submit his report until the 22nd of October, 1903, nearly two years after he was appointed. He held sittings in Montreal, St. Hyacinthe, Victoriaville, Brockville and Cowansville, and examined in all 48 witnesses. The reporters of the various newspapers were excluded from these sittings, and after each sitting Mr. Parmalee handed out to them whatever he saw fit. It seems to me that, when you consider that only 48 witnesses were examined, it should have been possible for the commissioner to report inside of two years on a matter of such great importance. The principal complaints alleged and inquired into by Mr. Parmalee were the following:

1. Difficulties have frequently arisen and continue to rise in connection with the weigh-ing of butter and cheese. 2. That the Butter and Cheese Association at Montreal has in its employ as a weigher a man not duly authorized under the statutes to act as such, and insist that his weights must be taken as correct and payments ac-cepted on the basis thereof. 3. That his weights are not always correct

3. That his weights are not always correct. and that the vendors being forced to accept such weights are at the mercy of the associa-tion and are compelled to accept less than their proper due were the weighing correctly done.

Mr. Parmalee, in his report, says of this particular weigher:

Mr. John McLeod who styles himself public weigher was, according to the evidence, ap-pointed as such by the Montreal Butter and Cheese Association in January, 1894, and produces a notice of such appointment signed by duces a notice of such appointment signed by the president, vice-president and the secre-tary of the said association. The associa-tion deny any knowledge of such appointment. But (Mr. Parmalee says) Notwithstanding denials, the association has and does re-cognize McLeod as an official weigher of equal authority with Mr. Cameron. There is no doubt that McLeod did most of the weighing and the association has given the impression that McLeod's weight must be accented. accepted.

Here was a man appointed by the very persons who were interested in buying

butter and cheese in Montreal, where several million packages of butter and cheese pass through the port, and it is only natural to expect that mistakes would occur sometimes, and it is only natural that the makers would conclude that there was a discrimination in favour of the Montreal buyer. I am not impugning the honesty of Mr. McLeod, but I say it is not at all unnatural that those who were interested in producing butter and cheese, and who were obliged to accept the weights of a man appointed by those who were buying that butter and cheese, should at times be suspicious as regards their getting fair-play. Mr. Parmalee says further:

There is a rule of the Montreal Butter and Cheese Association which I cannot but consider unfair to the factory man, and that is in connection with the manner in which cuts for short weight are made under rule 2 as adopted by the Board of Trade, July 10, 1901.

The second paragraph of the rule reads:

Actual weights must be shown on certificate, but no gain should be applied against losses in the average; gains of two pounds and over shall be governed by rule 3. A further rule provides that not less than five packages of butter and cheese nor more than ten per cent of each particular lot should be weighed.

Now, the buyers say that they insist on this for the purpose of avoiding any cuts for shortweights in Europe, and maintain that if the cuts have to be taken off, they have no right to deliberately take them off the producers of butter and cheese in Canada. Mr. Parmalee says, and again I call attention to the fact that I am quoting from the statement of a man who occupied the position of Deputy Minister of Trade and Commerce, and a man who was apointed by the late government as a commissioner to inquire and fully to investigate into this matter:

The rule and the practice should be can-celled, and when a lot averages full weight the maker should get the benefit thereof, or should get credit for all over weights instead of being muloted in the whole when a portion only is under weight.

Not only does he so report, but he suggests that the government should pass an Act appointing weighers instead of permitting such appointments to be made as at present by the Board of Trade. Now, Sir, that advice is very explicit indeed, and yet, notwithstanding that advice given in 1903 in the report of Mr. Parmalee, no action was taken by the late government to redress the wrongs which

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this respect at the port of Montreal. Let me give you one or two other quotations from other men prominent in this business. I will quote from the evidence of Mr. James W. Robertson, Dairy Commissioner, as given before the Select Standing Committee on Agriculture in 1903, reported on page 14 of the evidence.

The cheese buyer of course will take every chance he gets to dock the price of the cheese; that is his business. I do not say it is dis-honest; the buyer evidently counts it a le-gitimate part of his business in buying cheese to dock the price if he can.

Professor Robertson goes more fully into that subject and I need not quote all that is said. He refers, however, to a particular shipment from St. Hyacinthe, Que., and I will give this to indicate some of the difficulties the farmers are up against and some of the disadvantages under which those engaged in cheese making labour. He says:

# CHEESE BUYERS QUOTED.

The cheese buyers who bought the cheese one week docked the price of the cheese on delivery  $\frac{1}{2}$  a cent a pound.

#### He adds:

In the case of those St. Hyacinthe cheeses which were slightly moulded, it was unfair docking; the buyers took an unfair advantage of the salesman. The reason I say that is be-cause I had a man go to the warehouse in Montreal the next day and try to get these cheeses back at the full price for which they were first purchased and the buyers would not give them up. We got hold of one lot that was docked; it afterwards brought the full price of finest cheese. It was made in July and the cheese were sold in December in Glasgow for a price equal to September cheese -63s. per cwt., and they were bought at first from the salesman at St. Hyacinthe at 91 cents.

## He says further:

I cannot make it too plain that this little trick of getting after the cheesemakers and upon unwarranted pretexts docking the price of cheese, has done the trade much harm. As far as we could manage it we stopped it last year.

I believe that the hon. member for Lennox and Addington (Mr. Paul) who has been engaged in dairying and who owns several cheese factories, felt himself obliged, in his own interest, because of the unjust cut in weights made in Montreal, to change the system, and, instead of selling to the Montreal buyers, to sell direct to the peo-ple of the old country. In the last four years some 300 factories, feeling that they their own commissioner said existed in have been unjustly treated, have banded

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themselves into an association for mutual protection against these unjust cuts in weight. I stated awhile ago that I could give figures by which I thought I could demonstrate that, because of the practices prevailing in connection with the buying of cheese at Montreal, thousands of dollars were being lost to the farmers and dairy-men of this country. The following table shows the exports of cheese from the port of Montreal for the past eleven years, each box being taken to contain 82 pounds, and the price applied being the price for each year. I am giving here figures which I have gathered from the book I hold in my hand entitled: 'Export Trade of Canadian Products from the Port of Montreal, and Financial Review of the Year 1911'. The figures which I shall give cover the years 1900 to 1911 inclusive. I think these figures will be interesting to the members of the House, and that they should go on record:

Year.	Quantity in Boxes.	Price per Box.	Value.
		\$ cts.	\$
001	1,791,613	7 00	12,541,291
902	2,109,171	8 50	17,927,000
903	2,395,932	9 00	21,563,338
)04	2,114,639	6 80	14,379,545
005	2,121,101	8 50	18,029,358
06	2,227,838	9 40	20,941,677
007	1,973,417	9 50	18,747,461
008	1,785,696	9 60	17,142,681
909	1,872,315	9 20	17,225,298
910	1,892,235	8 80	16,651,668
911	1,810,666	9 84	17,816,953
	22,094,623		192,966,270

I have in my possession here returns from about thirty cheese factories in different parts of eastern Ontario and western Quebec showing the output of these factories, and their losses from cuts or short weights at the port of Montreal. They are as follows:

	Output.	Short Weights.
Kinburn Cheese and Butter Association	49 tons.	410 lbs.
Victoria Factory	983 boxes.	529 lbs. — 5? lbs. per box
Thurso Factory No. 3	48,816 lbs.	590 lbs. — '99 "
Pine Grove		212 lbs. in '10.
Pine Grove		287 lbs. in '10.
Glen Norman		331 lbs. in '08.
Glen Norman		538 lbs. in '09. 1.031 lbs. in '10.
Glen Norman	598 boxes.	473 lbs. in '09.
Royal	Joo Doxes.	('79 lbs. per box)
Royal	681 "	761 lbs. in '10
100ya1	001	(1.1  lb. per box)
Diamond Factory		200 lbs. in '09.
Diamond Factory		300 lbs. in '10.
Glasgow Factory		566 lbs. in '10.
Springhill No 2		844 lbs. in '10.
		(7.67 lbs. per box)
North Osgoode		817 lbs. in '10.
C. W. No. 1		
C. W. No. 1		3.344 lbs. in '10.
Silver Creek	490 boxes.	311 lbs. in '10.
G 1		(.63 lbs. per box)
Canada		
Direlton Factory, short weights		
Direlton Factory, short weights Direlton Factory, short weights		1,228 lbs. in '10,

Sandringham Fa	ctory, short weights f	or 1910–1,376 lbs. at 10.81, \$149.57 1909–1,076 lbs. at 11.36, \$122.23
11	п	1908-2,429 lbs. at 11 81, \$286.86
	11	1907-1,377 lbs. at 11.60, \$159.73
	н	1906-1,615 lbs. at 11.84, \$166.21
	11	1905-1,065 lbs. at, \$118.94
	11	1904-1,995 lbs. at 8.33, \$166.18
"		1903-1,214 lbs. at 10.39, \$126.13
	"	1902 995 lbs. at 10.10, \$109.45
Elmdale Cheese	Factory-Year endin	ng 1910- 783 lbs. at, \$ 86.13
	Year endin	ng 1909— \$ 78.43

It will be observed from the list given 983; Thurso, No. 3, 99, with output of 595; above that the loss of Victoria factory was 52 pounds per box with a total output of 1910, 1.11, with output of 681; Springhill.

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No. 2, 7.67, with output of 110, and Silver Creek, .63, with output of 490. In these six cases which I have enumerated the average loss for short weights is shown to be over one pound per box. I confess, Mr. Speaker, that when I applied that loss to the export of cheese from Montreal I was startled at the figures which I obtained. I invite criticism of these figures. Apply the average loss of over one pound per box to the export of cheese from the port of Montreal for the last eleven years, and you get the following results:

	Short weights in pounds.	Boxes.	Price per box.	Value.
			\$ c.	ş
1901         1902         1903         1904         1905         1906         1907         1908         1909         1910	$\begin{array}{c} 1,791,613\\ 2,109,171\\ 2,395,932\\ 2,114,639\\ 2,121,101\\ 2,227,838\\ 1,973,417\\ 1,785,696\\ 1,872,315\\ 1,892,235 \end{array}$	$\begin{array}{c} 21,848\\ 25,720\\ 29,218\\ 25,788\\ 25,867\\ 27,168\\ 24,066\\ 20,557\\ 22,833\\ 23,076\end{array}$	$\begin{array}{c} 7.00\\ 8.50\\ 9.00\\ 6.80\\ 8.50\\ 9.40\\ 9.50\\ 9.60\\ 9.20\\ 8.80\end{array}$	152,936 218,620 262,962 175,358 219,869 255,379 228,627 197,347 210,063 203,068
1911 Total.	$\frac{1,810,666}{22,094,623}$	22,081 268,222	9.84	217,277 2,341,506

It will be seen that there was an actual loss of \$2,341,506 to the farmers and dairymen particularly of eastern Ontario and western Quebec from short weight at Montreal. That is something that ought to, and I believe will, engage the attention of the Minister of Agriculture and of this government. I do not see where any fault can be found with my reasoning in regard to the matter. I have endeavoured to be fair. It seems to me that I have been fair and that my figures are incontrovertible. They show that, because of the system of weighing that prevails at Montreal at the present time and has prevailed there for many years, the farmers and dairymen of this country have lost in the last eleven years, \$2,341,506 on cheese alone. I do not propose to go into the matter with regard to butter. I am particularly interested in the question of cheese. We have no creameries in the county which I have the honour to represent, but we have many cheese factories. It is a very serious matter to the people of my county as well as to the people of Ontario, Quebec and of other provinces.

I wish also to refer to the losses annually recurring through the failure of buyers who are engaged in the exporting of cheese. We had the A. W. Grant failure in 1909. In 1910 we had the Fowler failure, and also

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the McGillis failure. The principal sufferers by these two failures were in Carleton, Russell, Glengarry and Renfrew counties and the eastern townships. One factory in Carleton county lost \$1,868, another \$1,413, one in Renfrew \$1,490, and one in Glengarry \$668. This buyer, McGillis, started buying cheese in 1910, with a capital of less than \$3,000 including the value of the buildings and property which he required for that business. In 1911 we had the McCullough failure which cost the farmers of Prescott county alone over \$5,000. Then there was the Thompson failure some years earlier, and the Waddington failure which involved a loss of upwards of \$1,000,000.

Mr. A. A. Ayer, head of one of the largest cheese exporting firms of Montreal, said, when speaking at Picton, in January, 1908:

There are four houses in Montreal dealing in cheese that were in business 25 years ago. There is only one that has been in business 40 years, and I could count up between 30 or 40 failures during that time or an average of one a year.

I would respectfully suggest to the Minister of Agriculture the advisability of taking some steps to protect the farmers and dairymen from these annually recurring losses through men going into the buying business who are irresponsible. I shall not suggest the form of legislation, but it might be something along the lines of that respecting the grain trade in Manitoba. Those who buy cheese for export should put up sufficient security or bonds to cover the amount of their purchases.

I would also refer to the work which has been carried on for some years in regard to cow testing. According to the results already obtained it has been clearly shown that it is possible to increase the production of milk by 2,000 pounds per cow per year. In very many instances where this work has been carried on for some time the increase has been much more than that. It is a common thing to have an increase from an average production of 3,500 pounds per cow to 8,000 pounds and even as high as 10,000 pounds. But if the production were increased by even 2,000 pounds per cow per year such an increase would mean an additional revenue to the farmers and dairymen of over \$30,000,000 per year. That bears out the statement I made earlier in the course of my remarks that I believe if proper attention was devoted to the dairy business in this country it would be possible for us to not only continue to supply the ever-increasing home demand, but to maintain our position in the British market. I refer to this especially for this reason that I approached the Minister of Agriculture (Mr. Burrell) some time ago and urged upon him the importance and5725

this work in the county 1 have the honour to represent, and I am very glad to say the minister has acceded to my request and that such a man will be appointed. I wish to give credit to the late government for the work that they did along this line: I think it is a very important branch of government work, but I do think I am justified in criticising the late administration for their inaction in regard to the weighing of butter and cheese at the port of Montreal. I have endeavoured to place be-fore the House my reasons for thinking that some action should be taken by the present government, and I am hopeful that the present Minister of Agriculture and his colleagues in the government, will appreciate the importance of this matter, will give it their full and speedy consideration, and that in the very near future our dairy men and farmers will get relief from the injustice which they have suffered for so long, at such expense and financial loss to themselves.

Mr. J. E. ARMSTRONG (East Lambton). Mr. Speaker, I merely wish to support the hon. member for Frontenac (Mr. Edwards) in his position on this important question. I am sure the House is very much indebted to him for the important statistics he has placed on 'Hansard,' which will be of very great value to us in time to come. During the past eight years, year after year I strongly urged upon the late Minister of Agriculture, the need of appointing a government weigher at Montreal, and I sin-cerely hope and believe that the present government intend to take some action in this regard. I am confident that, after listening to the statistics which the member for Frontenac has given to this House, the Minister of Agriculture cannot come to any other conclusion than that it would be a wise thing to appoint a man who would represent the people as a government weigher at that port. When you take into consideration the fact that some 3,000,000 packages of perishable freight go out of Montreal each year, and that Mr. Parmalee in his report many years ago, assured this House that after investigating matters at Montreal, he thought it would be a wise and a good thing to appoint a man who would represent the government and the people at that port, and when we know that year after year, hundreds of men have come to Ottawa and made complaints, we have had complaints from the eastern and western Dairymen's Associations, we must feel that not only should this question be dealt with by the present government, but that the other all-important question of the bonding and licensing of com-

mission merchants should also be investigated and dealt with. I hope the Minister of Trade and Commerce will investigate not only the commission merchants, but the men who are purchasing the products of the farms, and shipping them to the motherland. The farmers of Manitoba are protected in this way in the Manitoba Grain Act. Under that Act commission merchants must procure licenses, and must be under bonds.

Clause 106 of that Act reads as follows:

No person shall engage in the business of selling grain on commission, or receive or solicit consignments of grain for sale on commission, in the inspection district of Manitoba, without first obtaining such annual license from the commissioner.

I quite understand that the question of issuing licenses to all men in the Dominion who handle on commission perishable products, such as fruit, butter and cheese, cannot very well be dealt with at the preat the port of Montreal, I believe the Minister of Trade and Commerce would be justified in taking some action. In the last 40 years there have been 40 failures among the exporters in Montreal, varying from \$20,000 or \$30,000 to over \$1,000,000. The hon. member for Frontenac has referred to some of the losses that have been suffered by the farmers who have shipped products for export. I could give a great many instances to show the importance of guarding against such losses to the farm-ers. In the province of Manitoba, under the Grain Act, men who purchase grain are compelled to give bonds, and I under-stand that during the time this Act has been in force in that province not one farmer has lost one dollar, and the expense to the government of carrying on the inspection and of obtaining those bonds has been very little. I sincerely hope that the hon. Minister of Trade and Commerce will investigate this question, and will see that the exporters of perishable products are compelled to give bonds to the government at least for that portion of the business which they do during the shipping season. Some of these men are shipping .season. doing a business that amounts up to millions of dollars, while owning very little property, so that if they fail, the men who are compelled to bear the loss are the farmers who ship the goods. I hope the Minister of Agriculture and the Minister of Trade and Commerce will give this matter their most serious consideration, and will devise some way of granting relief in this regard to the farmers in both the eastern and the western provinces.

Mr. GAUVREAU. Will the hon. gentleman tell me what will be the use of having a man appointed by the minister to weigh the cheese in Montreal if no new rule is to be applied? There is no law at the present time to force the cheese exporter to act differently from what he is doing now.

Mr. ARMSTRONG (Lambton). The minister, in appointing a man, will be able to give him sufficient powers.

Mr. GAUVREAU. He will have to abide by the law, in the first place.

That is Mr. ARMSTRONG (Lambton). I have under my hand the rules, true. regulations and tariff of fees for the office of weigher, measurer and gauger for the city of Montreal; but these are under an Act which was assented to on the 18th of March, 1865, and it has not been amended in any particular from that day to this, although there are important matters that should be included in that Act. At the back of this are special rules and regulations governing the weighing of butter and cheese in Montreal, which were adopted by the Board of Trade on July 10, 1901, and since that time there has been only one amendment to these rules and regulations; that is simply the addition of these words at the end of clause 5: ' but at the expense of the party making the request." That is, if a man in the eastern townships or in western Ontario shipping butter or cheese makes any complaint, he will be compelled to go to the expense of going to Montreal or appointing some one there to do the weighing. Those of us who are interested in this matter can bear testimony that it is the farmer who has had the worst of it all the way through.

Mr. GAUVREAU. I hope my hon. friend will not suppose that I am defending the cheese exporter of Montreal. On the contrary, for fifteen years the dairymen of the province of Quebec have been fighting against the present condition of things, and we are ready to join hands with all the butter makers of the province of Ontario in trying to obtain a remedy. I have been president of the Dairyman's Association of Quebec for several years, and I want to help the hon. member for Frontenac in this matter in any way I can. If the minister can see his way clear to enforce the law that exists at the present time, we shall be grateful to him for that.

Mr. JOHN WEBSTER (Brockville). Mr. Speaker, this question has been a vexed question for some time throughout Ontario and the western part of the province of Quebec. I must congratulate the hon, memfacts and statistics with regard to this matter so fully before the House. The question has been under discussion at all the principal cheese boards in Ontario and Quebec for the past fifteen years. I have Mr. GAUVREAU.

the honour of representing the county of Leeds, which is the banner county for the production of cheese in the province of Ontario. I have also the honour of being a member of the largest cheese board that we have in Canada, namely, the Brockville Dairymen's Board of Trade. We have spent many hours in discussing this vexed question, with the result that we have arrived at just about the place that we started from. The returns for the cheese shipped to Montreal in the past have in many cases given dissatisfaction to the manufacturers and the proprietors of the factories; but let us look at the reason for this dissatisfaction. As I have had thirty-five years experience of this particular line of business, I am probably in closer touch with it than any other member of this House. The great loss of weight in many cases is due to the fact that the cheese is shipped too green from the factory. The Ontario government last year sent Mr. G. G. Publow to Great Britain to consult the merchants there who handle our cheese. He visited Glasgow, London, Manchester and Liverpool, and asked the merchants who handle our cheese at those places if there was anything they could suggest which would add to its value in the market. They told him—I have this from his own lips that the greatest fault they had to find with the cheese from Brockville and the surrounding district was its great loss of weight.

Now, probably it may be of interest to some of the members of this House for me to explain where this great loss takes place. You will remember, Mr. Speaker, that last summer we experienced very warm weather during the months of July and August throughout this country. Mr. Publow went to the boards in the vicinity of Kingston and Brockville, after his return from Britain, and asked the manufacturers there to hold their cheese in the factories up to eight days. But, Sir, the weather became so very warm that is was almost an impossibility to hold the cheese in the factory for eight days without doing it an injury. If the manufacturers did hold the cheese for that period, the result was that the butter-fat started to come from the curd, and once the but+erfat has commenced to separate from the casein, the cheese commence to depreciate in quality, and immediately starts to become what we term off flavoured, and off flavoured cheese naturally is not as good as cool, properly cured cheese. For that reason the manufacturers and the makers in our section of the country, ship their cheese out much closer to the port of entry at Montreal where they can be properly cared for and

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that cheese taken from the factory that is two or three days old-and on some occasions to my own personal knowledge I have seen them taken out of the hoop and put in boxes and shipped—will lose somewhat more in weight for the simple reason that the box absorbs the moisture of the curd, and when the cheese is shipped to Mont-real it must naturally be light. In passing I would like to say that I have known Mr. McLeod for the past twenty years, and I have sold thousands of my own cheeses under Mr. McLeod's weighing. If I were selling a hundred or a thousand cheeses to-day, there is no man in Canada I would sooner trust to weigh them than John Mc-Leod, the public weigher of Montreal. I say this in deference to Mr. McLeod who is an honest and honourable gentleman. The figures that the hon. member for Frontenac (Mr. Edwards), gave you along these lines may be somewhat misleading. I have been in the cheese trade now for some 35 years, and I have some factories in the Brockville district that I cannot recall ever having had their cheese light; their cheese was weighed properly. But I have found this trouble in the past to be greater in some sections where the local competition between the makers and manufacturers for milk sometimes led them to mark their cheese at possibly higher weight than the cheese actually were when they were shipped to Montreal. I was talking to a gentleman to-day who bought some September cheese last week and he told me that some of those cheese had shrunk seven pounds per box. That I must admit is an excessive shrinkage. I tested some cheese last week that came out of a warehouse in Brockville, and they had shrunk three pounds per box. That is about the average shrinking out for four month's storage, which is about a usual average. Another reason why we sometimes get this experience of short weights is because some factories hire the maker by the hundred weight. Almost always the cheeses from those factories would be some two or three in five light in weight, whereas in the case of the factory that hired the maker by the season, or by the month, the cheese weighed properly and had no shrinkage. The hon. member spoke of the practice as being to sell 500 cheese and weigh five boxes. That is not the custom in testing cheese in Montreal. The custom there is to weigh ten per cent of the number of boxes sold. In other words where you have a shipment of 50 cheeses you weigh five boxes, and where you have a shipment of 100 cheeses you weigh ten boxes, and on that basis the average is struck. Now, speaking with respect to cheese which have shrunk so much and which are so much complained about throughout this section to-day, one

of the main reasons for that is the local competition between our factorymen for patronage for the factories. In that case they sometimes are tempted to mark their cheese at a higher weight than it will contain when it arrives in Montreal. You take a cheese of eighty pounds which is possibly not more than fortyeight hours old, and put it into a dry box. It is drawn possibly a distance of five or six miles to the station, goes to Mont-real, and is weighed possibly twenty-four hours afterwards. That box has not got to absorb 16 ounces to make that cheese one pound light. The box will absorb 4 or 5 ounces of moisture out of the curd, and when that cheese is retested it will not come up to the marked weight. Hence that cheese must be marked back one pound per box. I am sure, Mr. Speaker, that if the Minister of Agriculture could see his way clear to provide a sworn weigher, or government weigher, it would help one of the greatest industries we have in Canada to-day, and he will have accomplished something that will give great satisfaction to the agriculturists of the county of Leeds.

Mr. W. J. PAUL (Lennox and Adding-ton). I have listened with a great deal of interest to the members for Frontenac, East Lambton and Brockville, discussing the question of manufacturing and shipping cheese. Coming from the riding of Lennox and Addington, a county that has produced the greatest number of pounds of cheese, having regard to the number of cheese factories, in the Dominion of Can-ada, I feel that we are directly interested in this question. I personally have been engaged for a number of years in the manufacture of cheese. I manufacture for 320 farmers, and sell and ship their cheese, and have done it for the last 15 years. Up to two years ago, I have been shipping my cheese to Montreal buyers, and we have always had more or less contention with regard to the weight of cheese at Montreal. I do not say that the exporters are dishonest, or that Mr. McLeod, the man who weighs the cheese, is dishonest either; but I believe it is not a fair system of weighing cheese which they adopt at Montreal. I ship in a lot of 500 cheeses. They select from that lot five boxes. The hon. member for Brockville says they select ten. I want to tell him that is not my experience in the course of 15 years. There are five boxes of cheeses selected from that lot. If one box of cheese out of that number is found to be short in weight the whole 500 boxes are regulated from that. Why not, if they want to be fair in the weighing of these cheeses, weigh the whole five boxes? Possibly there is a box in a lot half a pound short, and there may be a box half a pound heavy. I do not think

the manufacturers or farmers would complain so bitterly if they would take the course which I suggest. As it is at precourse which I suggest. As it is at pre-sent, they select five boxes and weigh them separately, and if they can find one out of the lot which is short in weight they regulate the whole shipment by the test made in that way. I was somewhat amused at the hon. member for Brockville saying that he came from the banner cheese producing county in Canada.

Some hon. MEMBERS. Hear, hear.

Mr. PAUL. Then he went on to tell us one of the causes for the great complaint which is made is that the cheese is shipped in too green a state, and that in some cases the cheese is taken direct from the hoop and packed and shipped. That is something we would not allow in the county of Lennox and Addington. In my opinion that is one of the greatest troubles that we have to-day in the weighing of cheese, and the fault lies a great deal with the buyers. They will go into a factory and if they can make half a dollar a box on green cheese, they will say to the maker ' ship it out,' and out it goes.

I think they are to blame more than any other persons in the business to-day. For my part, in my factory, I will not let cheeses go out of the factory until they are fit to ship. We are careful with the weights, and we were sometimes charged back with short weights which I think was unfair. Two years and a half ago, I had an opportunity to ship direct to the old country, and have been doing so ever since-and in that time I have shipped something over \$200,000 worth of cheese, and have not paid a dollar short weight. I do not say that I was treated unjustly in Montreal, but I do say that we try to weigh upon the same system the cheese which we shipped to the old country that we did the cheese shipped to Montreal, and I have given you the result. I think that this is a question that should be given attention by the Minister of Agriculture. I hope he will give it his serious consideration. And I hope he will not stop there, but will go on and act; I believe it would be much more satisfactory. I know it would be much more satisfactory, if there were a government of-ficial, an independent man, to test the weight of cheese that goes into Montreal. It would give better satisfaction to all concerned.

Mr. J. GIRARD (Chicoutimi-Saguenay). (Translation.) Mr. Speaker, the House will allow me to say a few words in support of the most elaborate speech just delivered by the hon. member for Fron-tenac (Mr. Edwards) upon a question so important as the butter and cheese trade.

altogether farming district, whose greatest allow them, and as a matter of fact, we

Mr. PAUL.

wealth is the dairy industry. Since twenty years that I have the honour of sitting for that county in the legislatures of Quebec and Ottawa, I have been the principal organizer of the dairy industry in the dis-trict. I have been a director of the 'Société d'Industrie Laitière' of Quebec since twenty years; and also its president. I have studied the cheese trade in all its details during those twenty years, and I am in a position to declare honestly, that the statements of my hon. friend from Frontenac as to the irregularities in the system of weighing the cheese, and as to the way in which the reductions are made on the qualities are absolutely correct, and that the figures he has given are also correct, because they are taken from the official statistics, which correctness we cannot deny. My hon. friend from Frontenac has effectively proved that the system followed in Montreal for the weighing of the cheese is absolutely unjust for the farmers, be-cause the reductions are based on an average unjust in itself.

It has been contended a few moments ago that the losses in weight are principally caused by the shrinkage in the Montreal storehouses, when the cheese is shipped very green. That is very probable, because the dairy authorities admit that the green cheese is the evil of the trade. I remem-ber that in order to fight that evil the 'Société d'Industrie Laitière ' agreed with the Exporters' Association that they would not receive any cheese unless they would make a reduction of one or two pounds on each box, according to age. Thus those who wish to ship green cheese know that they are working against their own interests, and moreover that they injure the reputation of the Canadian cheese as a whole, because every year we receive complaints from the buyers in England that altogether too large quantities of green cheese are shipped from Montreal.

But, in the district which I have the honour to represent, as well as in the greater part of the province of Quebec, there is no cheese shipped to Montreal under twelve days old, and which has not, accordingly, undergone the shrinkage in weight which it should normally undergo. Of course, the producer is the gainer by keeping it that length of time, as thereby he will be enabled, while making the most out of his cheese, and delivering it in the right condition, to give the best satisfaction to his customer.

In my district there has been organized, through my efforts, cheese boards which allow of the produce being weighed and paid for previous to shipment. It has been understood between us and the Montreal exporters, that to allow the risk of I have the honour of representing this any further shrinkage in weight, we would

do allow them, half a pound per cheese; that is to say, a cheese weighing 80 lbs. should be marked  $79\frac{1}{2}$  lbs. only. However, that is not what happens. The shipper is anxious to ascertain the weight of the cheese previous to shipment, as is done in Montreal, and the average weight of five cheese, out of every fifty, or of ten cheese. out of every hundred, is noted. But instead of putting five or ten cheese on the same scales, registering the total weight, and then figuring out the average, they weigh the cheese one by one. If some cheese turn out to weigh more than the average weight and allowance agreed upon, no notice is taken of any excess in weight discovered. But should perchance one or two cheese be found which do not quite come up to the requisite weight and al-lowance, then the total weight is cut down at the rate of nearly  $1\frac{1}{2}$  lbs. per cheese. For instance, an 80-lb. cheese is expected to weigh  $80\frac{1}{2}$  lbs.; but should it happen to weigh only  $80\frac{3}{8}$  lbs., instead of registering  $79\frac{3}{8}$  lbs., they put it down at 79 lbs. only, thus docking the producer almost  $1\frac{1}{2}$  lbs. We put that system of weighing to the test; we put on the scales five cheese at a time, and every time we found that they went in excess of the allowance granted; and by weighing them separately, we found that what was deficient in some of them was made up by the excess in others, so that on the whole, the buyer actually re-ceived more than was shown on the invoice, and that should be satisfactory to him. However, he is not contents the such a result, he resorts to weighing the cheese individually, and reports to us that cut of a shipment of fifty cheese, two or three of them have been found lacking in weight and accordingly effects a proportion-ate cut on the whole lot, thus causing a loss of 10 or 25, or even 30 lbs. on a shipment of fifty cheese; though already according to the preliminary test, he had delivered to him more than we charge him on the invoices. Such a course is surely unfair; on several occasions, at dairymen's conventions and in this House, I complained of the fact, but without avail. The Montreal business man's influence overrides that of the producer.

Another point to which I wish to draw the attention of the government, is this: The cheese exporters' association of Mont-real insists that, whenever one-third of a lot of cheese is found to be No. 2 or No. 3, the whole shipment, even should the remainder be of the very first quality, be rated as No. 2 or No. 3, according to the case. When there is a difference in price of  $\frac{1}{4}$  or  $\frac{1}{2}$  cent per lb. between No. 1 and Nos. 2 and 3, just think what a neat little profit that amounts to, the buyer pocket-ing thereby arbitrarily  $\frac{1}{2}$  cent per lb. on 66 per cent of a No. 1 product. No wonder 182

that there should be in Montreal firms and which are not becoming any poorer in the meantime. Of course, the buyer who has succeeded in putting through such a deal is very careful to classify in his store the products so bought and to sell in Eng-land No. 1 cheese as such, and No. 2 cheese as such also. After putting through a number of such deals, whereby he secures lots of No. 1 cheese, two-thirds of which he gets at the price of No. 2 and No. 3, he figures out his profits and is delighted.

I submit to the Minister of Agriculture that it is his bounden duty and that of the government, to take up these two impertant questions as soon as the session is over, and to confer with the Montreal dealers with a view to framing new regulations which will be fair to the producers, while at the same time leaving to the exporters the proportion of just profits to which they are entitled.

Reference has been made to the public weigher at Montreal. Is he appointed by the city or by the cheese exporters? I cannot say, but 1 am acquainted with that gentleman and he is to my knowledge thoroughly honest. However, it would be better, to my mind, if he were appointed by the government, in order to do away entireby with any local influences which might be exerted. Such an appointment would be appreciated by the farming community, which has been looking to it for quite a while.

Another point which I am anxious to submit to the consideration of the minister and the government is this: In every province of the Dominion, and here as well, great efforts are being made towards the improvement of our dairy products by every means possible. Model agricultural schools are established; lecturers are sent through the rural districts to emphasize the need of improvement, and great pro-gress has been realized during the last fifteen years. However, there are always some who lag behind the others, who can-not keep up in the race, and who most of the time deliver on the market inferior products. How is it that there are in Montreal buyers who are disposed, from day to day, to pay the highest prices for those obnoxious products which are so injurious to our industry. That is a wellknown fact, I am not inventing anything. I draw the attention of the government to that proposterous state of things which many a time causes intelligent farmers destrous of getting on to exclaim: Why after all exert ourselves too much in order to turn out a superior product, when trash brings the same price?

affairs and, particularly during the last ten years, has suggested as the only remedy for such an evil the grading of dairy pro-ducts, either through co-operative syndi-cates, or through other means the government might deem effective. Two years ago, at Rigaud, I had the honour to suggest to the Quebec Dairymen's Association the desirability of organizing at once a cooperative association for the sale of cheese manufactured under the supervision of the numerous syndicates controlled by the association. That motion was unanimously adopted, and the Minister of Agriculture for Quebec promised to help in bringing about its organization. As soon as that course had been decided upon, I advised the makers in my district to join that association, in order to be in a position to ascertain, through the official grading by government experts, what was the actual value of their various products.

The co-operative association to which I refer grade the cheese which is sent to them on a 100-point scale. They designate as 'finest' any cheese which retains at least 95 points out of a total of one hundred; 'No. 1' that rated between 92 points and 85; the rest being counted rubbish. I imagine that cheese which secures throughout the season, and several seasons in succession, 95 points out of one hundred. should be rated in England as undeniably first-class cheese. The co-operative system which I have just pointed out is to my mind a perfect one, as it will ensure before long a separate quotation on the British market for fine Quebec cheese; and as a result there will arise a special demand for such cheese, seeing that its fine quality can be relied upon, whereas at the present time it has to be handled by a number of middlemen, each one of whom must realize a profit for himself at the expense of the producer. It will thus be seen that such a co-operative association is in the public interest, for of necessity the grading of the products results in bad cheese being exposed, and good cheese being better appreciated. Montreal buyers have neither the right nor the power to pay the price of 'finest' for trash.

Towards helping on the work of the cooperative association, and doing away with any diffidence on the part of the public, the Minister of Agriculture for Quebec has instituted a competition in this connection. A considerable sum of money is to be distributed as prizes. The cheese sold by the co-operative association is always sold when two weeks old. It is sold at auction in Montreal every Thursday during six months. In 1910, the makers of my district made out about one-half of the membership of that association. In 1911, they represented about one-half, and in the course of two years, it happened Mr. GIRARD.

that the first prize for quality of cheese during that six month's competition was awarded both times to the same maker, Mr. Adelard Bergeron, of St. Félicien, who retained 98 points out of a possible 100, although, as a matter of course, he had to contend in 1911 with great difficulties, on account of the temperature conditions which have been referred to a minute ago by an hon. member, as well as with the development of noxious gases, which have been a source of heavy losses nearly everywhere. Out of ten prizes granted by the Minister of Agriculture of Quebec for the best quality of cheese sold by the co-operative association, seven, in 1910, and five, in 1911, were awarded to makers in the district which I have the honour to represent here.

Now, I think hon. gentlemen will agree with me that a cheese which has obtained an average of 98 points out of a nossible 100 during a whole season, should be what the British market terms 'finest,' if such a quality of cheese can be manufactured at all. Satisfied that all the 'finest' of the co-operative associations, seeing its high quality, was being exported to England under its designation, 'C. P. Quebec,' the Minister of Agriculture for Quebec inquired from the exporters who had purchased it as to the prices obtained in England, so as to find out whether fair treatment was being dealt out, but to his great surprise he was told: 'Sir, you must know that it is impossible to sell in England cheese marked 'Quebec' without undergoing a cut of at least a cent a pound.'

Imagine the surprise of the minister and that of the public, who were at once acquainted with the fact, on learning that the best Canadian Cheddar, marked 98 per cent, was not recognized as such in England and that to secure its actual value its designation had to be changed. I conterd that this condition of things is utterly unbearable and utterly unfair to the producer. Why? A product of the very finest quality cannot be offered on the British market and fairly appreciated if it is designated 'Quebec,' and we are expected to be loyal!

I remember that formerly all inferior cheese was being sold in England under the name 'French cheese,' we protested and there is no longer any talk of 'French cheese,' but it is not possible to have Quebec cheese fairly rated on the British market, on account of the bad name left by that 'French cheese,' which is supposed to be especially a Quebec product, while, as a matter of fact, it designated all the bad cheese manufactured in the country.

I appeal to this House, I appeal more especially to my fellow members from the province of Quebec: Is it not urgent that a movement should be set on foot at once so that dairy products may be sold under their true designation on the British market, in the same way that in every country on all markets, products of various kinds, are sold under the designation of the maker and of the country of origin?

and of the country of origin? The facts which I have pointed out may seem peculiar, but I will refer the House to the official statement made by the Minister of Agriculture for Quebec on the floor of the legislature a couple of weeks ago, and which absolutely confirms the truth of my contention.

Now, it is incumbent upon me in the interest of those whom I have the honour to represent here, and who are proud of the reputation they have made for themselves, in the interest also of the co-operative association of Quebec, and in the interest of the whole province from which I come, to submit to the hon. Minister of Agriculture for Canada and to the government the desirability of dealing at once with the matter and of taking the means of enabling the cheese makers of Quebec to sell their products on the British markets under their true designation, and with the assurance that they will be paid for in proportion to their actual value.

The co-operative association and the minister of Quebec have made up their minds to find a means, at any cost, to have our cheese sold on the British market under their real name. Of course, there will be losses at the outset; we will not be able to secure even the Montreal prices. How will that loss be met? The cheese trade, like the general trade of the country, should be carried on under the protection and with the help of the Dominion government. This is an unprecedented condition of affairs, and utterly unfair to two million and a half of the country's population. Is it not incumbent on the Dominion government to take some action, and, if need be, contribute the necessary cash so that the producers may receive the full amount to which they are entitled?

The Minister of Agriculture calls on the House to vote various amounts as an encouragement to agriculture in the different provinces of Canada. That is a laudable departure, and in connection with which I must congratulate him. Let the hon. gentleman, out of the funds which will be at his disposal see to it that this grievance is done away with under his own supervision, and let him retain direct control over the spending of the moneys so appropriated.

As regards the Quebec co-operative association, I beg to draw the attention of the hon. Minister of Agriculture to the practical character of that organization, and if he will permit, I suggest that he look into its working, with a view to connecting it with the Dominion Department of Agriculture. He should be able to find at once people capable of grading dairy products so as to enable certain districts far distant from Montreal to form co-operative associations connected with that in Montreal, thereby encouraging them through the sale of their products locally to increase the output and improve the quality.

In Chicoutimi and Lake St. John district the makers who were the promoters of the original organization are numerous enough to have an association of their own; moreover they have enough experience to be relied upon. I pray the hon. minister to help us in establishing that association, one of the finest of the agricultural character which has ever existed in the country.

Reference was made a moment ago to injury suffered by the cheese through the action of heat. I am not familiar with what is going on outside of my province but what I do know is that in my district and elsewhere there are many cheese factories provided with cool cheese curing rooms. Next summer, through the action of the Canadian Northern Railway Company we will be provided with refrigerator cars for the carriage of cheese. There only remains one thing more to accomplish in order to have a complete change from the factory to the exporters' warehouse in Montreal. I mean the providing of cold storage warehouses at various central points from which the cheese of several localities may be shipped. Should there occur delays in the running of trains, cheese might be stored there at the proper temperature, and we would have a thoroughly perfect system of transportation. There still remains a link which is beyond government control, the drawing of the products from the factory to the refrigerator cars, and here farmers will apply practical means of their own to avoid the bad effects of heat or of rain. That chain of cold storage warehouses will necessitate a certain ex-penditure which I think the hon. Minister of Agriculture should incur, and I hope he will do so willingly.

I have already dealt with this question in this House; it was under consideration by the previous government and I had hoped that it would be disposed of. I understand that the new government

I understand that the new government has not had the time to study all these important questions which are of interest for the general welfare of Canada, but I request that as soon as the session is over, he may take the necessary time to enable himself to give a practical answer at the earliest possible date.

The hon. gentleman from Frontenac has submitted to the House statistics which go to show that the farming community interested in dairying has suffered enormous losses from year to year through unfair

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dockage resorted to by the trade in the checking of the weights of cheese and butter. During the last ten years, he says, the cheese producers alone have lost over \$2,000,000 from this source. Those figures are correct, as we know; their correctness cannot be gainsaid, and I congratulate him on the work he has performed and which will enlighten the House and the country as well.

But apart from the loss I have just referred to, it should be noted that farmers are losing heavily through the fact that the average yield from their cows throughout the country, in the province of Quebec and elsewhere, amounts to only fifty per cent of what it should be, judging from the results secured in some of the leading countries, particularly Denmark.

My hon. friend from Frontenac pointed out cow-testing associations as a practical means of bringing about an increase in the yield of our herds of dairy cows. Such associations have been in existence for several years under the late government. In spite of the efforts put forward by the Hon. Mr. Fisher, they have not given the results which had been expected, and there are only a few of them in existence at present.

I would like to draw the attention of the hon. minister to the desirability of his helping on, at whatever cost, the estab-lishment of such associations throughout the country. The system applied just now is not attractive enough for the farmers; a more thorough organization is required. Cow-testing centres should be established in various sections of the country. organized at the government expense, under the direct control of well qualified officers, hard-working, temperate men, with a fair education, able lecturers living in the country the whole year round, and thereby in a position to develop around them an interest in the working of these associations, which have revolutionized agriculture in Denmark and would necessarily give similar results in our country.

Let me point out to the hon. minister the desirability of his selecting with the greatest care any lecturers, or officers of his department, who are to come in contact with the farming community. A fact generally acknowledged is that farmers in some parts of the country take much less interest today than fifteen years ago or so, in lectures on agricultural topics which are provided for them by the various governments. That is due to the fact that too often they have been induced to go and listen to so-called lecturers, who were not trained speakers, who were not well posted on the questions dealt with, and were known to the public as being employed merely owing to political influences.

Mr. GIRARD.

I respectfully submit how important it is for my district, on account of its outlying situation and its lack of means of communication that the government should go to whatever length the law will allow towards establishing the number of cowtesting associations required, but always under the management of a specially well qualified officer.

I must apologize to the House for retaining it so long, but I realized that it was incumbent on me to make known my views on such an important question.

Mr. H. B. MORPHY (North Perth). I desire to say a few words on this ques-tion, coming as I do from a county which is perhaps the best exponent of the cheese making industry in the province of Ontario or in the Dominion. I quite appreciate the eulogistic terms applied to other counties by the hon. gentlemen representing them, by the hon. member for Brockville (Mr. Webster), and the hon. member for Lennox and Addington (Mr. Paul) but I could not help feeling that there must be some reason why there are complaints from those counties. So far, I have heard no complaint from any of my constituents as to shortage in weights. I think this general satisfaction of my constituents in regard to this matter is attributable to the fact that we have the best cheesemakers in the Dominion, the best equipped and most modern factories in the Dominion. Al-though we have only 27 factories in the county of Perth, I find that their production is away beyond the average of the smaller factories of which hon. gentlemen have spoken this afternoon The 27 factories of North Perth, according to the last report for 1910, used up in the cheese industry alone 48,298,956 lbs. of milk; they made 4,453,103 lbs. of cheese, valued at \$479,259. That cheese has made the county of Perth famous. The cheese produced from the Atwood district in the township of Elma has given the county of Perth a high reputation in the European markets, and has become a great factor in raising the mortgages from the farms. Tt has made the soil more fertile than that of any other county in the Dominion, as the returns will show, except perhaps the county of Dufferin. Our cheese-makers have the most up-to-date plants in all the factories, and the farmers' institutes take a great interest in that industry. The byproducts of the factory are so utilized and the wealth of soil so conserved that the whole community is thriving. As repre-senting this great industry in my country, I wish to impress upon the Minister of Agriculture the importance of giving the cheese industry all the attention that it certainly deserves. I am not going to say that our people have no

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complaint with regard to short weights, I can only say that I have not heard of any. But I agree with previous speakers, that if a weigher in the city of Montreal takes an allowance to his credit for short weight and at the same time, when he finds a lot of cheese that overruns in weight, gives no credit for it to the maker, he takes an undue profit from the pockets of the farmers on the one side, and from the pockets of other farmers on the other side, which is manifestly unfair to all concerned. I submit that the Minister of Agriculture should make some drastic provision that will forever put an end to such a dishenest practice.

Mr. ROBB. Representing an agricultural constituency, I desire to offer a few re-marks before the Minister of Agriculture replies. Each of the hon. gentlemen who have already spoken introduced their remarks by telling the House that they re-presented the best dairy counties in the country. Now, Mr. Speaker, my modesty prevents me from making any such state-ment as regards the county I have the honour to represent. Listening to the re-marks of the hon. member for Frontenac (Mr. Edwards)—and here I want to congratulate him on the amount of work that he has given in preparing these figures that has had placed before the House; it is an education to the country to learn of the immense producion and value of the butter and cheese industry in this coun-try—but in listening to the remarks of my hon. friend it did occur to me that his efforts were more largely directed to find-ing fault with the late Minister of Agriculture than to discovering any remedies for the abuses that are said to exist in handling butter and cheese in Montreal. It is scarcely necessary for me to refute the arguments of my hon. friend, as they have been already refuted by hon. gentlemen sitting near him on his side of the House, the hon. member for Brockville (Mr. Webster), North Perth (Mr.Morphy), and by the government's new recruit from Chicoutimi (Mr. Girard).

I know that some years ago, there was complaint in Montreal of the great shrink-age in cheese shipped here. But my hon. friend from Frontenac is quoting ancient history. He quoted a resolution that was introduced into this House in 1904. That is a complaint that has been largely removed by the efforts of the dairy commis-sioner acting under the authority of the Department of Agriculture. The man in Montreal who now has charge of weighing cheese and butter, as mentioned by the hon. member for Brockville, is a man called McLeod. I do not know this man, I have never had any dealings with him, but

for Brockville is, the statement that you hear from every man in the business, that John McLeod is an honest man, and that John McLeod's certificate is accepted by the buyers in Liverpool, as well as by the buyers back in the country. It must not be forgotten that these certificates are of some value to Canada. Mr. McLeod issues a certificate in duplicate; one certificate goes back to the buyer in the country, who had shipped the cheese, and the other certificate is attached to the bill of lading and goes forward to the buyer in Liverpool, London, Bristol, or Glasgow and is the guarantee that the weight of cheese is there. Canada must give some guarantee that goods which are shipped out are correct, not only in quality, but in weight. I understand from the trade, that the people who handle these goods on the English market accept the certificate of John Mc-Leod just as readily as the grain people accept the certificate of David Horn, as an evidence that what they are buying, they are going to receive. In that respect, the certificate of Mr. McLeod must be worth something to the farmers as well as to the man who is shipping the cheese, because it comes back to this in the end, that if you do not give the weight, you are docked in the price. I am in sympathy with the idea presented by the hon. member for Frontenac, that Mr. McLeod, or whoever weighs cheese, in Montreal, should have an official standing as a representative of the Department of Trade and Commerce, or of some other department of the government. I understand that now Mr. Mc-Leod is a licensed weighman in the city of Montreal, and works under the supervision of the Montreal Board of Trade. That is well, but if he were an official of the gov-ernment, it would be that much better and so I am in sympathy with the idea presented by the hon. member for Frontenac.

In so far as the loss that this country has suffered from the failures of butter and cheese in the last 20 or 25 years, is concern-ed, the argument of my hon. friend from Frontenac would go to disprove his other argument, when he presented figures to show how much the farmers have lost from short weight. Surely, if the men who are haudling cheese at Montreal are making so much money by short weight, we would have a better record than only four out of 25 remaining in business after 25 years. This goes to prove that the men who are handling this business, have not become rich over it. They handle it on a small margin. I know that what the hon. gentleman says about people getting out to the country, and buying cheese and butter with the statement made by the hon. member small capital, is absolutely correct. In our

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part of the country, we cure it ourselves. The farmer takes care of that. We have a regulation whereby the dairy board will not accept an order from any person who does not put up a satisfactory guarantee at the bank. So, the dairy boards through-out the country can cure that themselves. In recent years, we have made very few losses in our part of the country. We have, however, had some losses. The greatest loss made in that part of the country was made through the transaction of a man who has done more to build up the dairy industry, not only in eastern Ontario, but in western Quebec, than any other one man in this country, and it is something to the credit of that man to-day, that, notwithstanding that the farmers lost thousands of dollars, he is a poor man and working for day wages. He made no money out of it, but he paid the farmer in the first place more money than he could afford to pay him, and get back a profit. That is where a great deal of the loss is occasioned. Competition amongst the buyers forces them to pay so much for the product, that they cannot get back a profit. I am in sympathy with the idea presented by the hon. member in so far as giving the weighmaster an official status is concerned. But my hon. friend could not let go a very interesting speech on the products of the country without finding a little fault with this side of the House, because we tried to find larger and wider markets for the butter and cheese of the country.

My hon. friend said we were throwing the markets of this country open to the products of the United States and of twelve other countries. Surely my hon. friend has not repented so soon. I remember when he did not find very much fault with the proposed bargain.

Mr. EDWARDS. Can the hon. gentleman quote any utterance of mine where I ever expressed any approval of that bargain?

Mr. ROBB. Not on 'Hansard,' my friend took good care of that.

Mr. EDWARDS. Nor outside of 'Hansard'.

Mr. ROBB. Does my hon. friend not know that to-day, owing to a typographical error in the tariff of the United States whereby cream is listed at 5 cents a gallon instead of 5 cents a pound as was intended, we are shipping into the United States cream of a value greater than our exports of butter and that in consequence of that cream going into the United States we are importing butter and the labouring man is paying a duty on that butter of 4 cents a pound. The effect of that cream going into the

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United States is that we are closing up the butter factories in this country and that is why there is a gradual shrinkage of the butter products of the counties close to the American line where the farmers can take advantage of the American market for cream.

Mr. EDWARDS. Do I understand my hon. friend to argue that in his judgment it would be an advisable thing to follow a policy which would close up all the butter factories in this country?

Mr. ROBB. No, but in my judgment it would have been a much better and wiser and safer policy to have accepted the offer of the United States and to ship butter to the United States instead of shipping cream, because no person is going to ship cream or milk when he can make it into a smaller package and pay less freight in shipping butter.

Hon. M. BURRELL (Minister of Agri-culture). Mr. Speaker, the subject which the hon. member for Frontenac (Mr. Edwards) has brought to the attention of the government is not a new one by any manner of means and the fact that it is not new does not make it any less entitled to consideration at the hands of the present government. I have given the question some consideration although I frankly confess to my friends who are especially interested in dairy work that I have not had time to give it that thorough consideration which the whole matter deserves. As the hon. member for Frontenac (Mr. Edwards) re-marked the subject was brought up in this House in 1904 the debate ending in a resolution which was eventually voted down. It was brought up again in another manner by the appointment by the late government in 1901 of a commissioner to investigate conditions in Montreal. Mr. Parmelee the commissioner appointed to make the investigation reported in 1903. In 1908 and 1911, as the hon. member for Frontenac pointed out, there were delegations from the dairymen of the country waiting on the Minister of Agriculture in Ottawa and placing before him the various grievances connected with this question. But in addition to this we have had the matter brought up in the House during the time I have had the honour of occupying a seat in it, that is in the last three or four sessions, by various members of parliament, particularly those who have spoken this afternoon.

a value greater than our exports of butter and that in consequence of that cream going into the United States we are importing butter and the labouring man is paying a duty on that butter of 4 cents a pound. The effect of that cream going into the

other gentlemen, all more or less experts on this subject. I shall not go into ques-tions as to what part of the country has the best dairy interests. My own feeling is that we have to work in the largest spirit for the proper development on the soundest possible basis of the whole Canadian industry of dairying, especially in re-gard to its export phases. The criticisms that have been directed against those in authority on this question have been levelled in two directions, first of all a criti-cism of the rules and regulations enforced by the Board of Trade of Montreal and, secondly, in the more specific direction of the manner in which the weighing is done. The gentlemen who have offered those criticisms have urged strongly that the time has come when the government should appoint an official weigher to undertake the weighing at that port. What is known to most members who have spoken and to most members of the House is that the actual condition of things now existing is based on an Act passed as long ago as 1865, and under rules and regulations that were promulgated under that Act by the Board of Trade of Montreal and which, as I think the hon. member for Lambton said, have practically not been altered since that time. I think we shall have to admit that however excellent these rules and regulations may have been at the time they were adopted, it is impossible not to believe that an Act of that date and regulations and rules devised at that time, cannot be entirely satisfactory and applicable to the condition of things in 1911, when the developments along industrial lines, especially along dairy lines, have been so enormous.

I do not wish to go into an argument as to the ways in which these operations are conducted, except to express my sympathy, in so far as I have looked into the question, (with many of the views) advanced in regard to the regulations as they affect shortages or overweights in connection with that process of weighing. It seems to me that any system of weighing which takes strict account of all shortages should also, in common fairness, take some account of overweights and give credit for them.

Rule 2, of course, is the chief one which is in contention, but I shall not touch on that now.

Let me also say in regard to the government weigher, that under the authority of the old statute, the Montreal Board of Trade appointed a special weigher who is to all intents and purposes an official weigher. It is his duty to weigh not only butter and cheese but all commodities, and the rules which govern him are for-mulated by a committee of the Montreal Board of Trade. Of course it is well

and though he has a large number of assistants it was found impossible to get proper attention from the official weigher by the sellers and buyers of cheese and dairy products in Montreal. So as trade grew in volume the merchants and exporters tried to relieve the situation, and did to some extent by arranging for the ap-pointment of a man who would take out a license as a city weigher, Mr. John Mc-Mr. McLeod located his office in Leod. the produce district, and was appointed at the request of the produce merchants. He also employed assistants, and he is governed practically by the same rules as govern Mr. Cameron, the city official weigher. I would not like for a moment to say that Mr. McLeod is not all that has been claimed for him by the hon. member for Brockville (Mr. Webster). It is true, of course, that when a man has been ap-pointed through the instrumentality of purchasers, some suspicion may arise that he will not take as impartial an attitude as a man selected in a different way might take. I do not, however, attach much importance to that for, as far as I have looked into it, I believe that Mr. McLeod has endeavoured to do and has done his duty in a fair way.

It is perfectly true that a system of that kind does arouse some uneasiness in the minds of those who are selling, and a pretty good case has been made out by those gentlemen who have been arguing for something like a governmental status to the person who does the weighing, or for having some one appointed by the government who will supervise the system of weighing. I do not want to touch the question brought up by my hon. friend from East Lambton (Mr. Armstrong), namely, whether the government should require bonds from those who are buyers and exporters. That is a big question and more properly comes under the cog-nizance of the Minister of Trade and Commerce. It is a subject which is perhaps more far-reaching than some of my hon. friends who have been discussing the dairy question realize. I do not think I would care to discuss that question now, more than to say that any reasonable way that can be devised to protect the interests of the producer will naturally have the favourable consideration of the government. In regard to the whole dairy industry, the government is most anxious to forward it in every legitimate way, because we recognize that the dairy industry is one of enormous importance to the whole industrial basis of this country. My hon, friend from Lennox and Adding-ton (Mr. Paul) said just now that in his county the dairy industry had been clearing the farms of mortgages. Anyknown that Mr. Cameron, the official thing that the government can do to assist weigher in this case is a very busy man, this great industry, the government ought

to do and will do, and we are taking steps at the present time that will help it. With regard to the complaints which have been made, if for many years hundreds of the men who are engaged in this business have been protesting against the conditions that exist in Montreal in connection with this business, it is perfectly obvious that there must be some grievance; and, therefore, I wish to say to the hon, gentlemen who have brought up this subject, in thanking them for so doing, that the matter will not be left here; but I propose during the next few months, at an opportune time, to appoint somebody who will be thoroughly qualified to undertake this business, and have an investigation that will be more thorough, I hope, than that which was undertaken some years ago; and when that investigation is completed, if a case is made out with sufficient strength for action by the government, I can promise that it will not end with a simple report, but that later on the government will take action upon it.

#### FRANCO-CANADIAN RELATIONS.

RODOLPH LEMIEUX. Mr. Hon. Speaker, before the House resolves itself into Committee of Supply, I wish to address a few words, especially to my hon. friend the Minister of Trade and Commerce on our commercial relations with France. The reason I bring up this question is that some time ago, in answer to a question which I put on the order paper in regard to dispensing with the services of our commercial agent in Paris, Mr. Poindrou, the hon. minister stated that it was not his intention to replace him. Now, I would like to appeal to my hon. friend, who I know naturally is interested, as Minister of Trade and Commerce in the development of our commercial relations between Canada and France, to reconsider his decision in that matter. When we were vot-ing the estimates of the Minister of Trade and Commerce the other evening I noticed that we spent annually a very large sum of money, I think \$250,000, by way of subsidy to a Franco-Canadian line. This line, which is under the control of the old standard firm of Allan & Co., Havre in summer, and between Halifax, St. John and Havre in winter. This line is well managed, and no doubt has contributed largely to the increasing vol-ume of trade between France and Canada in the last 8 or 10 years. This line was organized and subsidized after several unsuccessful efforts had been made in that direction in the course of the last 25 years. I am glad to say that the Allans have lived true to their reputation and have to-day an excellent service between

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France and Canada. The number of passengers is increasing, and the freight is of a paying nature. I notice with pleasure, and call the attention of my hon. friend the Minister of Trade and Commerce to the fact, that the Allans will have competitors shortly, as it has recently been announced that La Compagnie Generale Transatlantique, which runs a magnificent fleet of steamers between France and New York, will also establish a service between France and Canada. This shows the interest that is taken in France in our country, and it seems to me that this is not a propitious time for abolishing the commercial agency which has heretofore existed in Paris. One must not forget also that some years ago we negotiated a treaty with France, which treaty, after many days of discussion in this House and in the French parliament, came finally into force. It may be said that that treaty has not yet produced the results that were expected from it.

On this point let me read what is set forth in a recent review published by the French Chamber of Commerce of Montreal. We have in Montreal many Frenchmen who are in business and in good circumstances. They have established a Chamber of Commerce of their own, and they have published lately, a very interesting review of the commercial relations existing between France and Canada. 1 read from that report the following lines:

It is not yet possible at the present day to judge exactly of the results of the enforcement of the Franco-Canadian commercial treaty. No one expected that the good effects of this treaty would be felt from the first day that it was put into force, and any conclusions that might be drawn from the results during 1910 would be premature. It will be easier for us during 1911 to draw more exact complete conclusions from the results of all these agreements. We shall be able at the same time to decide whether or not it will be best to ask for still further preference for our products, and if, on our side, we so decide the French government will further facilitate the admission of Canadian products into France.

Concurrently with the formation of a French Chamber of Commerce in Montreal, there has been established in Paris a society known as the Societé France-Amerique. The directors of that society are among the most prominent men in France, comprising not only business men but statesmen as well. One of the gentlemen who is most prominently connected with that society is the former Minister of Foreign Affairs in France, M. Gabriel Hanotaux, who is not only a statesman but also a great writer. Some time ago thanks to the efforts of the Societé France-Amerique—which by the way is sending engineers to every country on this side of

the Atlantic to study the peculiar resourccs and prospects of these countries and their fields of activity-a Canadian section was added to the British Chamber of Commerce of Paris. Amongst the gentlemen who were selected to form part of that section are the follow-ing: Messrs. Fletcher-wno represents in Paris the well known firm of Pitt and Scott, the latter being the Paris representative of the Allan Line-Archibald, Bar-clay, Bodington, Dawson, Dodds, Duncan, Hanning, Johnson, Jones, Laurier, Revil-lon, and our commissioner in Paris, Hon. Mr. Roy, who for many years was a member of the Upper Chamber. I read in the last issue of the monthly 'Review' published by the Societé France-Amerique a very interesting article on the commercial treaty between France and Canada which contains very valuable suggestions as to the expansion of the trade between the two countries. My hon. friend will say, that after all the trade between France and Canada is not very large, and that it has not been up to our expectations. Indeed if we will look at the last report of the Department of Trade and Commerce we will find the total exports and imports to be as tollcws: For the year ending March 31, the total exports of Canada to France amounted to \$2,782,092. The total imports -the balance as you will see being on the wrong side—amounted to \$11,755,403, mak-ing the value of the total trade between the two countries, \$14,537,495. However the commercial relations between France and Canada are susceptible of improvement and, as is stated in this review published in Paris and in the report of the French Chamber of Commerce of Montreal, when the treaty is better known and Canada is better advertised in France, we can cer-tainly improve our trade with that country. As my hon. friend knows, with the wide experience he has in business matters, the people of France are a very pecu-liar people. The French Canadians are living side by side with their English-speaking fellow citizens, and in matters of business they have to a large extent I am happy to say, taken much of the Anglo-Saxon type in business matters. But in France, the people, the merchants, the manufacturers are very peculiar in their modes of trading and in their busi-ness methods. To the Americans, Canad-ians, and Anglo-Saxons generally, the French methods may appear to be antiquated, but in business as well as in other affairs in this world of ours, you must have regard for the peculiarities of the races, to the special mentality of the people. If Canadians wish to sell to the French-

would be much larger. In my travels abroad I have met several Frenchmen who have told me, for instance, as far as lumber is concerned, that there would be an excellent trade between Canada and France, if our lumber merchants would yield to the demand of the French consumer. They have a special measurement in France for the timber, and they specialize everything which is the product of our forests. I am quite sure that if our lumbermen were to yield a little more to the peculiarities of the French consumer as regards lumber there would be an immense field of operation for them in France.

Mr. COCHRANE. In what way?

Mr. LEMIEUX. It would take too long for me to explain fully. But one instance is in the matter of measurement. The French people use the metric system, and they have, as regards lumber and pulp, certain measurements and weights which are not complied with when they wish to trade on this side of the Atlantic. Therefore, I say that when the opera-tion of our French treaty shall have taken on a little more expansion, when our people have drummed up a little more business in France and given way a little more to the peculiarities of that trade, there will be a large increase of business May I say, 'en passant,' that when I was Postmaster General, it was my good fortune to sign a parcel post convention between France and Canada. 1 think it was announced a few months ago that that convention has been signed by the French government also. Unfortunately there seems to be a hitch somewhere. The other day I moved for a return of a copy of the parcel post conven-tion between France and Canada and all papers connected therewith. In that return I see the following remarks:

## Ottawa, March 18, 1912.

Return of the Secretary of State with the opinion that, in view of the fact that the French Post Office has not yet completed its arrangement for putting the convention into operation, it would not be proper to furnish a copy of the documents referred to on this order until arrangements have been finally made.

#### R. M. COULTER, Deputy Postmaster General.

modes of trading and in their business methods. To the Americans, Canadians, and Anglo-Saxons generally, the French methods may appear to be antiquated, but in business as well as in other affairs in this world of ours, you must have regard for the peculiarities of the races, to the special mentality of the people. If Canadians wish to sell to the Frenchmen, they should study a little more the peculiar taste of the French consumer and perhaps our exports to France hon. friend the Postmaster General to press this matter so as to have the parcel post convention put in force without unnecessary delay.

necessary delay. Now, I wish to draw especially the attention of the Minister of Trade and Commerce to my next point. I have stated in general terms the extent of our trade with France. There is another phase of the question, which, in my opinion, would necessitate the presence in Paris of a first class commercial agent. I refer to the investments which are being made to-day by French capitalists in Canada. It has been said by an author well known in the economical world, Newmark, that 'France is the creditor of every country of the world and the debtor of none.' France has become the great reservoir of savings and available capital. In fact Paris today, although described as the 'first Salon of Europe,' is at the same time one of the great marts of the world. The French investments in Canada are more considerable than one would think. I take these figures from Field's 'Capital Investment in Canada'—a very interesting book, by the way. I see that France has invested 

Manufacturing and industrial de-

velopment	\$ 8,500,000
Land and mines	8,750,000
Loans and mortgages, &c	30,000,000
Canadian industrial and railway	
securities	
Municipal and school bonds	1,250,000

Total.. .. .. .. .. .. .. \$70,750,000

In amount of money invested in Canada, France comes next after Great Britain and the United States. Then follow Belgium, Germany, Holland, Russia, Turkey, and a few other countries. So, France plays quite a part in Canada as an investor. Let me give a few more details. I see, for instance, that French capitalists have invested \$2,000,000 in La Caisse Hypothécaire Canadienne, operating in the west and doing, I am told, an excellent business. Revillon Brothers Ltd., the great rival of the Hudson's Bay Company, have invested \$5,600,000 in the Canadian west. Credit Foncier Franco-Canadien, a well known financial institution in Montreal, with many branches over the Dominicn, has invested here \$8,000,000. La Société Immobilière des Fermes Canadiennes and others, have also invested large sums. There is one concern in British Columbia and operating there. I find this in Field:

Regarding the investment of foreign capital in British Columbia the amount might be approximately placed at about \$6,000,000. There is an investment of a company which controls coal companies at Lille, Alta., and which is of French origin. . In real estate about \$1,500,000 of French capital is invested in

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British Columbia and the amount is steadily expanding.

I see that the French shareholders are quite noticeable in the Quebec Railway, Light, Heat and Power Company, and the Algoma Central and Hudson Bay Railway Company. Also they hold large blocks of stocks in the Dominion Iron and Steel Company, and in the Lake of the Woods Milling Company. In the mining enterprises, milling concerns and steel and iron industries, we find an enormous number of French investors. I read again from Field at page 43:

France is largely interested in Canadian railroad, industrial and other securities. French investors generally guard jealously details of their investments.

I have named the several corporations where French capitalists have invested their money. The Montreal Stock Exchange is taking quite an interest in French investments. Only a few months ago a bank was started in Montreal with a capital of \$10,000,000. The president of that bank is an hon. member of this House, Sir Rodolphe Forget; the vicepresident is also a member of this House, Mr. Robert Bickerdike, and I am told that this bank is doing an excellent business in Montreal. It is an evidence that there is any amount of money in France, and that the French capitalists have not hesitated to come to Canada and help our industries. Mr. Field, speaking about this French capitalist, has said:

A visiting Parisian remarked that one drawback to the introduction of European capital in the Canadian west is the fact that Canada is not as well advertised as it might be.

He is speaking of France, of course, be-cause in England, in Germany and other countries on the continent Canada has been admirably well advertised. I was much struck some years ago in visiting some of the primary schools in England to observe that the Department of the Interior of Canada had given away hundreds of thousands of scribbling books which were distributed among the scholars in the primary schools. Each page of the scribbling book contained some one fact concerning Canada-the population of Canada, the various races of Canada, the lakes and rivers of Canada, the natural resources of Canada, the great enterprises of Canada. These facts were inevitably impressed upon the memory of the children. who saw them, and turned their minds toward Canada in the event of their emigrating. No doubt hundreds and hundreds of those schoolboys will come, or already have come, to Canada in consequence of the impressions they received from those scribbling books. In France

of course you cannot expect that Canada will be advertised to the same extent, for the obvious reason that the French government is opposed to any immigration propaganda. France needs all her sons. They have there the conscription, and there is besides an annual decrease in the native population of France. We know that France has become, with Great Britain, a world-wide power. Since 1870, when she was defeated at Sedan, she has extended her dominions throughout the world, and naturally she desires to popu-late them with her own children. Therefore, the French government does not care to see immigration agents from foreign countries attracting her people away.

Now I come back to the point at issue. If we cannot expect to get the large immi-gration from France that we receive from other countries, we can reasonably expect to participate in its enormous wealth. The French capitalist is satisfied with a low rate of interest, much lower than he can get in Canada. The rate of interest the French capitalist can obtain in Canada is a revelation to him. That explains why, during the last few years, so large an amount of French capital has been invested in Canadian business enterprises. I find that the total investments of French capital in Canada amount to \$70,750,000 invested in manufacturing, industrial enterprises, mines, lands, mortgages, railways, securities, municipal and school bonds, as against Belgium, \$811,673,000, as against Germany, \$30,725,000, and as against Holland, \$11,000,000. Although we cannot expect to have a considerable French immigration into Canada, nevertheless we have during the last fifteen years been able to capture our small share of French immigrants. During the last ten years 17,000 Frenchmen have voluntarily left their country to settle in Can-ada. They belong to the high class of immigrants, they are men of means.

I think we can confidently expect to receive yearly a still greater amount of French capital when our business men have become better acquainted with the peculiarities of the French trade, when our business enterprises become better known in France, and our country generally has been better advertised in Paris and the other large French cities. From that point of view alone we should seek to have in Paris a commercial agent who would be for the French people what I might call— perhaps the expression is called for the french people what I might call perhaps the expression is coo classical for the subject—a financial mentor, a man who will give ample and reliable information to the French business men, a man who would put himself and keep 'au courant' with the French financial interests generally. The other day I remember, in a lec-<sup>1</sup> Canada, having regard to the large French-

ture given in Ottawa by my hon. friend Mr. Wallace Nesbitt, he pointed out that our trouble in Europe to-day, and especially in Great Britain, is that there are too many adventurers who are actually injuring the good reputation of Canada in Yes, Mr. Speaker, financial circles. there are too many fakirs on the financial market of Great Britain. Any promoter can finance an enterprise in London—and it is very strange to find John Bull, with his usual keen business ability, being so easily entrapped and snared by these fake promoters.

The same with the French people. Tf we had there a commercial agent, the best we could obtain, as we should have the best in London, certainly the reputa-tion of Canada would be enhanced and the business would be increased. In London it is true, we have a High Commissioner doing his duty, but of course our business is so dense in London that many of the details of the transactions are not known by him, and besides the promoters or schemers do not care to appear before him. They know the ways that are dark and the tricks that are mean, and the people who are mulcted are the good Englishmen or the good Frenchmen on the other side. That is an additional reason why we should have-I am speaking of France at the present moment, but the same remark would apply to other countries-in such financial circles as that of Paris, a man above re-proach, 'au fait' with the industries of Canada and of the possibilities of into say except that I wish again to urge upon my hon. friend to reconsider his decision.

Mr. FOSTER (North Toronto). Which decision?

Mr. LEMIEUX. Not to replace our commercial agent in Paris. With so many Canadians to-day travelling in Europe and going to Paris, and with so many people in Europe inquiring about Canada, it would be very important to have a first-class man appointed there as commercial agent. Look at the list of our agents. We have agents in Holland, Ber-lin, South Africa, the West Indies, in nearly every country of the world, and surely my hon. friend would not ex-cept France from his friendly consideration. I, therefore, Mr. Speaker, resume my seat in the hope and expectation that the hon. gentleman, when he looks at the whole situation, will come to the conclusion, that in view of the in-creasing business between the two coun-tries, and remembering—and I am per-fectly frank in stating it—the old ties existing between France and its oldest colony,

speaking element of this country, and above all, to the entente cordiale existing between the two mother countries of the French Canadians, that my hon. friend will crown the administration of his department for which he is so well fitted, by appointing a commercial agent in Paris.

Hon. G. E. FOSTER (Minister of Trade and Commerce.) Mr. Speaker, I do not feel that I can be as lavish of time at this particular part of the session as my hon. friend (Mr. Lemieux), and he will excuse me if I do not sail over the same waters as those upon which he has so beautifully con-ducted us, in the course of which voyage he has presented some interesting information to the House. At this particular juncture I am economical of time rather than otherwise, but I congratulate my hon. friend on the presentment he has made which has been a very excellent one, and which I am glad to see placed upon 'Han-sard.' It will be read with pleasure as it has been listened to with pleasure. There are just two or three things I wish to say, and then I will allow my hon. friend (Mr. Cochrane) to get on the track with his estimates. There have been, as my hon. friend (Mr. Lemieux) says, for a long series of years, attempts at steamship communication between France and Canada. Some of these have been fortunate although none of them have been extraordinarily successful. I think I would be fair in saying that the present service has probably been as good as any that we have had during my time, if indeed, it has not been the best. I have found the service running on from year to year with no certainty at the expiration of twelve months that the contract would again go on. Under these conditions there is no premium put upon endeavour, system, organization and energy in order to develop traffic. It had been going on from year to year and as the subsidy, by the Act, was contemplated for ten years, 1 came to the conclusion to give a contract for five years, with a betterment in the vessels, a betterment in the speed and an undertaking to prosecute in a systematic and thorough way the search for trade on both sides a better the the speed and an both sides; so that I think I have linked up as well as I possibly could this agency which seemed to be at my disposal for making a five years' effort to have a better development of trade between ourselves and France than we have had in the past. The contract can be looked at by my hon. friend if he wishes. and it will be seen that the betterments provided for are sub-stantial. He has said that there is likely to be competition in the traffic. Compe-tition, in one way, is always to be welcomed, but it is possible for competition classes of her productions. After the

Mr. LEMIEUX.

on a route which is not over-productive of commerce issuing in increased success, and it may be that the lesson which it may be that the lesson which has been taught by my hon. friend who sits opposite to me (Mr. Robb) with reference to the over-competition in the cheese and butter trade may take place on a route like this between Can-ada and France. In other respects it may be that competition will spur on the en-deavour of each and result in a better deavour of each and result in a betterdeavour of each and result in a better-ment of trade. It will depend very much on the nature of the service and the man-agement of each. My hon, friend has spoken of the French Chamber of Com-merce in Montreal, and I take this oc-casion to compliment that Chamber on the most excellent publication which it has placed at the disposal of the public. has placed at the disposal of the public, both here and in France. Very few of our Chambers of Commerce have produced a more creditable or a more useful publication than that, and I am certain that its distribution will be productive of a great deal of good. I have followed up with interest the efforts which have been made to promote trade in Paris itself. The English Chamber of Commerce is doing a great work in Paris, and the Association of Canadians in connection with it of both races is adding new life and developing new interest.

One trouble that I see about the trade with France, is, that it is so one-sided. If any hon. friend has looked at the figures we will find something like this:

Year.	Imports from.	Exports to	Adverse
1902 1905	France.	France. \$1,400,000 1,500,000 2,700,000	Balance. \$5,500,000 5,700,000 9,000,000

That is to say, from 1902 to 1911 the balance of trade against us has risen from \$5,-500,000 to \$9,000,000. We cannot always expect to have the balance of trade from every country in our favour, but it is to be striven for that there shall not be so large a disparity in the interchange of goods between two countries like ourselves and France. Of course my hon. friend knows that France excels in certain lines of manufactures. She holds and keeps a grade and station of her own and for that class of goods there is no probability that in any near time Canada can in any way compete with her or send any goods of that class to that country. What we could send to France are materials of less perfect manufacture and which are closer to the raw. Unfortunately, we cannot send those in any very great abundance and there is not a very great prospect of rapid increase because France is very largely a protected country with reference to all

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treaty had been made between Canada and France, as my hon. friend knows, almost the next year, the French Chambers raised the duties upon products imported into France. I have a long list of these tariff increases. They raised the general duty and they raised also the minimum duty and it is only fair to say that although they raised the minimum duty, we still receive the benefit of the minimum duty, and are on equal terms with others with whom we compete. A very high rate of duty has, how-ever, the effect of shutting out the in-gress of materials which are subject to it. That is one of the difficulties that we find with reference to our trade with France. I hope that that may be improved, and that the wish which was expressed by the French Chamber of Commerce in its publication for greater preferences between these two countries, will be realized at some time in the future.

If my hon. friend (Mr. Lemieux) understood me to say that there was any idea of doing away with a commercial agency in Paris, he has taken altogether a wrong meaning from my words. I would not, for a single moment, think of doing that, if only for plain commercial reasons. I found when I came into the department, that we had rather a plethora of institutions in Paris, we had more numbers than we had efficiency, at least I think we had a multiplication of agencies which did not seem to have the very best fellow-feeding with each other, and which did not in their aggregate efforts, combine team methods to say the least. There was a little friction between the members of what should have been a happy family. I did not think it was necessary to keep two establishments on a commercial basis there. I closed up one establishment and dispensed with the services of the agent. I kept the other and better establishment in point of building and site and advantageous position to say nothing more, and I propose to keep that, and I hope it will be made very effective in a commercial sense. We do not want an ambassador in Paris. We not want an ambassador in Paris. We do not want any man in Paris who looks upon himself simply as a representative of this government in anything like an ambassadorial sense. We want a thoroughly trained business man in Paris, a man of character, a man of manners, a man who can sit down beside or walk along with any other representative of any other country; but we want a man who will take off his coat and do commercial work for Canada in Paris and in France. For he resides in Paris, not simply in order to walk the streets of Paris but to have his eye open, and do what is necessary to be and comm done in the way of supervision over the the world.

whole of France, wherever there is a commercial possibility. But there is one thing in which I cannot quite agree with my hon. friend. I do agree with him that we have more to look for from France in the way of investment of capital than in the way of commerce; but I would be very chary of agreeing with what seemed to be my hon. friend's idea that our agent in Paris should be a financial adviser to any person or persons who wanted to make investments in Canada.

Mr. LEMIEUX. Apparently, I did not make my meaning clear to my hon. friend, and shall correct the wrong impression I conveyed to him. What I meant to say was that the commercial agent of Canada in Paris should be a man of such ability and character as to be in a position to guide, so to speak, those who were intending to invest in Canada. Of course he would not commit himself or commit the government, but he should be himself a man of such substance as to give a moral guarantee to the investing public. That is the meaning I had.

Mr. FOSTER (North Toronto). With that limitation, I will agree with my hon. friend, but his function should go no further than the presentation of general information.

Mr. LEMIEUX. Hear, hear.

Mr. FOSTER (North Toronto). Otherwise one could hardly say what might happen, and if I found one of our commercial agents or commissioners advising people as to what particular corporation they should invest in and passing opinions upon this company or that, or this enterprise or that, I think I would have to tell him that was not his business. The business of commercial agents outside of mere commercial matters is to be a fountain of reliable information.

A man in a foreign country wants to know for instance what are the mica possibilities in Canada, and he would find there a man who could give him full information. This man should be able to give information on the manufacturing industries, the agricultural industries, the mining industries of Canada, what they are and how far they go. Such a man would be very useful, but he would have to be very careful about recommending this or that special industry to anyone. If my hon, friend would limit his meaning to that, I would agree with him. Now, I have set my hon. friend's mind at rest with reference to the maintenance of the commercial agency at Paris, and I hope to make it a very thorough one, ' pari passu' with the agencies and commissionerships in other parts of the world.

Has my hon. friend Mr. CARVELL. taken into consideration the advisability of getting the Paris office of the Canadian government somewhere near a front street? I was in Paris last summer, and it took me some time to find a cabman who could even tell me where the office was. When I finally found the place I had to go up two or three flights of stairs, because at that time of the day there was not even an elevator running. It strikes me that if we are going to do business in Paris, we should have our office not far from the Place de l'Opera, which seems to be about the centre of Paris. I am sure that we are not getting results from the money we are spending in Paris, simply on account of the location of our offices. If we spent three times the money in rent, I am sure that it would be well invested.

Mr. FOSTER (North Toronto). If my hon. friend visits Paris again and tries to make a journey to the office of the Cana-dian commissioner he will not have to go to the same place that he went to when he was there last. That place has been dismantled, and I hope its lease has ex-pired. At any rate, we do not propose to inhabit it any longer. On the other hand, I think we have in the new offices probably as well-placed and as good offices as we can find in Paris.

Mr. LEMIEUX. I may say that I have seen the new offices. Formerly the offices were in the Rue de Rome. They have now been moved to 17 and 19 Boulevard des Capucins. I believe that no country has found a better location than Canada has in Paris. The offices of our agent are now situated in the very heart of Paris, in front of the Grand Hotel and at the corner of la Place de l'Opera.

Mr. E. PAQUET (L'Islet) (Translation): Mr. Speaker, I will use my mother-tongue to make a few remarks on that question, which is a thoroughly French one.

I have to tender my thanks to the hon. the Minister of Trade and Commerce for his kind remarks with respect to the trade between France and Canada.

I felt a very deep satisfaction at seeing that our politicians, either Conservative or Liberal, were uniting their efforts towards the improvement of the steamship service between France and Canada.

I have been happy to give my vote in favour of the Franco-Canadian treaty.

During many years we have been deprived, so to say, of commercial relations with France. For what reason, I can appreciate so much more the merit of those men who have worked to secure good commercial relations between Canada and France.

I must also tender my thanks to the hon. member for Rouville who has seen fit to |

Mr. FOSTER (N. Toronto.)

call on that question the attention of the

government and of parliament. The regretted Mr. Hector Fabre used to write often, in the 'Paris-Canada' of the increasing interest taken in Canadian matters by the different classes of French society.

We have succeeded in modifying considerably the opinion of France concerning our country.

But, if we wish to maintain among us the love of the French language, and also increase our trade with France, promote a sound French emigration and draw to our shores the capital of our old motherland, we must have in France commercial agents possessing the necessary activity and who are well informed about our economic conditions.

Those agents could be a great help to us for the development of our exportations.

We have French Canadians who are well fitted to represent us worthily in the old motherland . . . They will help us in improving the French-Canadian trade.

They will know how to direct their efforts so as to promote a sound French emigration. The government will, I hope, be happy to co-operate with us towards securing the best commercial relations between Canada and France.

# THE NORTHWESTERN WHEAT CONGESTION.

Mr. McCRANEY. I wish to call the attention of the government, especially that of the hon. Minister of Trade and Commerce, to a letter which I have received from one of my constituents, Mr. Thomas Lawrence, of Hanley, Sask., dated March 14, 1912, describing the conditions in that neighbourhood in regard to the wheat congestion. The letter is as follows:

I wish to give you an account of the conditions in the Hanley district. We started to thresh grain on the 25th of last September, over five and one half months ago, that is, longer than it takes to grow the crop. At our station to-day I called on the agent and asked him how many cars of wheat were shipped out. He said 319. And how many cars were on the order book to be loaded. He said 665, and all five elevators have been full since early in the season. Mr. Rouse has over 20,000 bushels in a pile beside the loading platform exposed to all storms, and yet he only got one car shipped. The rail-way left that car at Hanley for nearly 4 weeks after it was loaded. There have been a weeks after it was loaded. There have been a lot of cars left for days and weeks on this siding after they were loaded. Each and every year since 1904 only two years in the time mentioned we got a reasonable service. I shipped a car of wheat on October 30 last and it reached Winnipeg December 1. It took 32 days from Hanley to Winnipeg and inearly the same time to Port Arthur. My turn did not come again to get a car until the 27th December lacking two days of 2 months. This car. I shipped on the above date, and it reached Winnipez on February 15. It took the railway 1 month and 3 days to take this car to Winnipeg. I have been told that this car is some place between Winnipeg and Port Arthur. They can't say when the railways will move it to be unloaded, may be some time next spring, and I will have to wait until the moving and unloading of that car to get a chance to sell it and get my money.

my morey. Now, if cars don't come to Hanley faster than they have, I will not get another car before the next crop is threshed. There are thousands of bushels of wheat around Hanley in piles in the fields, and if not moved before the warm weather it will rot and be a total loss.

My purpose in calling the attention of the government to this letter is because it is of very recent date, and describes conditions which I think are not peculiar to Hanley, but which prevail in a very considerable portion of the part of the west from which I come. I would ask the Minister of Trade and Commerce to take whatever steps he thinks would be wise with the railways, so that this condition may be remedied if at all possible.

Mr. FOSTER (North Toronto). In reply to my hon. friend I will say in the first place that I will give my fullest sympathy. That does not move the grain, however. In the second place I will take such steps as can be taken to advise the warehouse commissioner and the railway of the facts as stated by my hon. friend; and I will only be too glad if this grain that is lying out there and is liable to damage, and maybe to destruction if it lies too long, can be quickly transported, at least quickly enough to prevent its loss. But my hon. friend knows the difficulties which are not only existent in the west—that is in that section of the west—but are existent from the west to the remotest point in the east, which are not peculiar to Canada but which are at the present moment, so far from being peculiar to Canada, a characteristic of the country to the south of us. I only wish that, by some magic, about a million miles of railway track and about five millions of good cars, with locomotives somewhere behind them and in front of them, could be at once employed and set to work. But wishes have not the power that Aladdin's lamp had in the olden time, and I am afraid that wishes will not bring it about.

Mr. CARVELL. Perhaps this would be another subject of prayer.

Mr. FOSTER (North Toronto). If it were a subject of prayer I would commend it to my hon. friend who has just taken his seat. I know that if he pleads mightly he will have great influence with the Lord. Motion agreed to, and the House went into Committee of Supply.

At six o'clock. House took recess.

# After Recess.

Committee resumed at eight o'clock.

Mr. EMMERSON. Will the Minister of Railways and Canals (Mr. Cochrane) please place on 'Hansard' the information with respect to the tenders for heating for the new wing of the Intercolonial railway offices at Moncton?

Mr. COCHRANE. I find that the form in which tenders were asked for was for each tenderer to submit his own plan. I did not state it quite correctly last night; the matter slipped my memory. We asked each tenderer to submit his own system of heating and ventilating and the statement which the hon. member (Mr. Emmerson) has seen shows the results.

Railways and Canals-chargeable to capital -Hudson Bay railway construction, \$2,000,000.

Mr. GRAHAM. Will the minister please tell us in what position the first contract is, that to J. D. McArthur. Also, will he please state whether a second contract has been let and give us the particulars? If no second contract has been let, what is it proposed to do? Also, in what condition is the work on the bridge over the Saskatchewan at Pas Mission, the initial point of the road?

Mr. COCHRANE. The McArthur contract is going on as fast as possible. The contractor has his supplies in all over the road, according to the last report; and he expects to live up to his contract. No second contract has yet been let, simply because no decision has been reached as to the harbour. We have an engineer at Churchill and one at Nelson, and I hope to be able to make a selection within six weeks or two months. As to the bridge, the substructure is about done and the contract has been let for the other. I do not know that it will be done much before the end of this year.

Mr. GRAHAM. That contract must have been extended two or three times.

Mr. COCHRANE. Once since I came; and it was extended before that.

Mr. GRAHAM. The reason I asked about the second contract is that there was an item in the paper the other day saying that 185 miles more—I think that was the figure—had been let.

with such condition that we could let another

contract if we were sure which port is to be taken.

Mr. GRAHAM. If I remember correctly, the information I had, it pointed to this—that Nelson harbour would be by far the best so far as the railway is concerned and the railway operations.

Mr. COCHRANE. Yes.

Mr. GRAHAM. No question about that. But Port Churchill is a better harbour at the present time for a limited amount of traffic. If a large amount of traffic is expected by that route—and I believe it is— Port Nelson offers better facilities for a large and safe harbour than Port Churchilt. in the bay, but with the strait. I prophesy that Port Nelson will be the harbour. I know that my hon. friend knows that it is a mistake to prophesy, but prophesying about harbours—well, of course, that is dif-ferent. Can the minister tell me if any steps have been taken in connection with this line for the erection of elevators at the Hudson Bay ports? Has any contract been let or has anything been done? Or has any decision been arrived at as to what will be done about elevators? Has the government considered the question of having government-owned elevators in Liverpool? And has any arrangement been made or any start made on an arrangement made for the running of a steamship line to make the connection between this side and the other? Of course, it is not much trouble to build the railway-that is almost a secondary matter, the railway can be built to any point on Hudson bay. But the dif-ficulty, I fancy, will be found in securing proper ocean facilities from the Hudson Bay ports to Liverpool or other European port. Can the minister give us information as to that?

Mr. COCHRANE. As to the port, as I have already said, I hope to be able to make a decision in a couple of months. Port Nelson as the hon. gentleman (Mr. Graham) says would be much preferable for one reason, at least—it is 85 miles shorter, and to cut 85 miles off the haul is quite an item and is, of course, very much better. We have a survey now at '4 grade both ways to Port Nelson. That is a remarkable thing for 418 miles. The elevators, I expect, we shall have to build. We are providing, possibly, in the supplementary estimates something for that, so that when we settle on the harbour we can get started before next year. As to transportation from there, I have not taken any steps yet. Some people have discussed it but the thing has not taken definite shape.

Mr. GRAHAM. Does not he really think that that ought to be hurried?

Mr. COCHRANE.

Mr. COCHRANE. Yes.

Mr. GRAHAM. If the west is to get all the advantages of this road as soon as it is constructed, I think that will be necessary. I think the hon. minister made a mistake in stopping that contract and wasting some time.

Mr. COCHRANE. No time was wasted; the contract will be finished before the rest is ready.

Mr. GRAHAM. This end will have to be finished first.

Mr. COCHRANE. Not necessarily.

Mr. GRAHAM. Unless you want to face the great expense of bringing in supplies by sea or carting them a long distance. The quicker this end is constructed, the sooner the whole road will be constructed. Does not the minister think it important in the interest of the east as well as of the west, if they are to get the benefit of the route, that the ships should be ready to make the European connection as soon as the road is ready?

Mr. COCHRANE. Should not the hon. gentleman (Mr. Graham) have done a little something when he was in office?

Mr. GRAHAM. I did.

Mr. COCHRANE. Nothing in the department to show it.

Mr. GRAHAM. I did not make it public any more than the hon. gentleman (Mr. Cochrane) is doing. I supposed he was doing something about it. I realize that it is a difficult thing to deal with. But for that very reason no time should be lost in preparing the steamship service so as to complete the connection with the European market. Without that, you have only a local road.

Mr. COCHRANE. I thoroughly agree with you.

Mr. McCRANEY. Is the policy of the government definitely settled as to the western terminus of the Hudson Bay railway? Under the late government Le Pas was the settled terminus at the west.

Mr. COCHRANE. That is settled unless there is some further development. The question has not even been considered of carrying it further. I have been requested to send out surveyors there, but I thought we had enough on hand for this year.

Mr. EMMERSON. Has any decision been arrived at as respects the operation of this road when completed? That is, will it be owned and operated by the government, or will it be leased to a private corporation? Has anything been done in

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that matter, or have negotiations been entered upon in that direction?

Mr. COCHRANE. None.

Mr. McKENZIE. What is the length of this road from the waters of the bay?

Mr. COCHRANE. Four hundred and eighteen miles.

Mr. McKENZIE. How much is under contract?

Mr. COCHRANE. One hundred and eighty-five miles.

Mr. McKENZIE. How long does the minister expect it will be before it will all be under contract?

Mr. COCHRANE. I hope in a very few months.

Mr. McKENZIE. Has the minister any calculation as to how long it will take to finish it?

Mr. COCHRANE. No.

Mr. McKENZIE. Will it be three years?

Mr. COCHRANE. I hope not.

National Transcontinental railway, \$25,-000,000.

Mr. GRAHAM. This is a very large item. A statement was placed before the House with reference to the work done before my entry into the House. I would like to ask if the commission has placed on the table of the House their supplementary report. In addition to their annual report, they are to place on the table of the House a supplementary report to the 1st of January.

Mr. COCHRANE. I can get it. I think it is in the office now.

Mr. GRAHAM. It ought to be laid on the table soon.

Mr. COCHRANE. I will attend to it to-morrow.

Mr. GRAHAM. Would my hon. friend be willing to let this item stand over?

Mr. COCHRANE. I want to get on.

Mr. GRAHAM. All right. I think I know what is in it, largely from what I have seen in 'Hansard.' In this connection I want to enter a strong protest against certain figures that have been given to the House as to the cost of this road. There are two ways of looking at these figures: First, the correctness of the figures, or the amounts, as separate entities; secondly, looking at them as a combination making a statement. I do not agree with them in either case. As separate entities there is room for argument, it is largely a matter of opinion as to whether they are correct or not. I admit that this is a subject that will have to be left a great deal to the engineers. But as a combination making a statement, I submit that they are entirely misleading and incorrect. Now let me take the statement as I worked it out myself, using the official figures given in 'Hansard.' I find there was a statement given to the House last year signed by H. Macpherson, assistant engineer, since advanced and promoted by the present minister, to which I have no objection whatever. But I want to make it clear that this statement was signed by the assistant engineer, Mr. Macpherson, last year. The statement this year is signed by Mr. Grant. The statement signed last year and the statement signed this year contain the figures which I will read, and give the difference in the estimates:

Estimate.	1910.	1911.	Difference.
		\$	 \$
Grading, &c	97,352,200	109,879,000	
Right of way	3,540,000	4,196,000	12,527,800
Rails, &c	12,572,000	13,200,000	656,000
Buildings, & <sub>c</sub>	4,309,000		628,000
steel superstr ≓ cture	5,585,000	4,957,000	648,000
Surveys.	4,013,000	6,054,000	469,000
Engineer and expenses	7,010,000	4,170,000	157,000
pringfield shops	7,110,500	11,532,000	4,421,500
Car shops and equipment	2,345,000	2,937,000	592,000
ar forry	1,300,000	1,301,000	1,000
Car ferry	4 490 000		650,000
Rentals, joint terminals at Winnipeg	4,438,000	9,600,000	5,162,000
Headquarters, salaries and expenses	200,000	250,000	50,000
reauquations, salaries and expenses	2,575,000	3,000,000	25,000
	145,339,700	171,726,000	26,386,300

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Making a difference all told, in round figures, of \$26,000,000. Now, there is here a difference in the estimates given by engineers in the same office in twelve months of \$26,000,000. It must be for the country and the House to say which esti-mate is to be taken. The estimate given last year was given by the assistant engineer, Mr. Macpherson, and the estimate this year is given by the chief engineer, both reliable men, and still there is a difference of \$26,000,000. I do not know, Mr. Chairman, how laymen are going to get along in this world and work out these problems. The instructions last year were to give accurate estimates, so far as accuracy can be obtained, for the completion of this line, and yet we find that in twelve months there is an increased estimate of \$26,000,000. I have given these figures. But my hon friend more hind enough to But my hon. friend was kind enough today to give me personally an answer to some questions that he did not read in the House, and I want to read these answers, which form the explanation from an engineering standpoint of the increases to which I have alluded.

#### Grading.

Grading. The increase is principally due to revision of estimates of contracts 13, 16 and 17, which were previously taken at the figures on which the contracts were let. The figures for these and the other contracts have since been re-vised by the district engineers, based on ad-ditional knowledge obtained from further in-vestigation and excertain on the ground vestigation and excavation on the ground.

Well, that may be a reason from the engineering standpoint, but it is not a very strong reason for the minister to give to the House. We were just as anxious to get accurate information as any person can possibly be.

Mr. COCHRANE. It is the same engineer.

Mr. GRAHAM. Engineers differ large-ly on that amount, and that is a large amount.

### Right of way and expenses.

The increase in this item is owing to the settlement for right of way and settlement of claims for damages to property caused by the construction of the line, and to the land in some localities having increased in value beyond what was previously estimated for.

Rails and fastenings. Increase due to the inclusion in the new

estimate of the divisional yard at Moncton, which was not included in the previous estimate, and to additional trackage in other yards; and the increased cost of track material.

Buildings.

Increase owing to definite knowledge of the class and number of buildings required. When the previous estimate was made neither the class nor the number of buildings had been TIT decided upon.

Mr. GRAHAM.

# Steel superstructure of bridges.

Increase due to double track bridges being built in the neighbourhood of Winnipeg in place of single track bridges, which had been previously estimated for, and the increased cost of the bridge superstructure. Surveys and expenses.

Increase due to the revision of location of the line on contracts 12 and 13.

# Engineering and expenses.

Increase is due to estimating for the longer continuance of the field staff for the settlement of disputes, investigation expenses and

expenses defending possible law suits. Estimated expenditure will only be 6.7 per cent of total cost, which is not a high estimate.

Springfield shops. Increase due to foundations for shops and the foundations for machinery having to be carried much deeper and wider than was ex-pected at the time the previous estimate was made.

Proposed car-ferry at Quebec. This item had not been included in the previous estimate.

Terminals at Quebec, and line from Quebec bridge to Quebec city. Increase due to a more exact estimate of the cost of the locomotive and car shops having been made and to uncertainty as to what the actual cost of the right of way may be, but for which provision must be made. Rentals of joint terminals at Winnipeg.

Increase to provide for possible extension of time over which this rental may have to be paid, over and above that provided for in the previous estimate. Headquarters salaries and expenses.

Longer time estimated for the staff, owing to investigation expenses and possible law suits, staff on final records will have to be kept on and probably increased. This item being only 1.7 per cent of total cost, is not over estimated.

Laymen are not in a position to quarrel with engineer's figures, and, therefore, we have to depend upon them largely. But, it seems to me that it makes no difference what I may think about my hon. friend's estimate, because every possible doubt that might exist as to cost has been given in favour of increased expenditure. Whether this estimate is correct or not, and being only a layman, I must not say it is incorrect, it looks as if an attempt had been made to make the estimate just as high as possible.

Mr. COCHRANE. It was submitted to the commission.

Mr. GRAHAM. I am not particular as to whom it was submitted to. I will leave that matter to the committee, but let us take a few of these items. I want to impress upon the committee again that for the last twelve months the estimate has been increased \$26,000,000. Let me take the item of 'headquarters-salaries and expenses. If it be true, as my hon. friend says, that it is only 17 of the total cost as given in this estimate then the argument which has been adduced in this House to prove that the headquarters staff was too expensive, is demolished. I may say that in several of these paragraphs there is a great uncertainty. In two or three places the word 'possible' is used. With regard to the terminals at Quebec the word 'uncertainty' is used which rather confirms what I said that there is an uncertainty about the matter. There is a big amount added so as to be sure to cover everything.

Now, let us go on a little further. Take 'engineering and expenses,' because these are two items that we will never have an opportunity of discussing again with respect to the question of extravagance:

Engineering and expenses. Increase is due to estimate for the longer continuance of the field staff for the settlement of disputes, investigation expenses and expenses defending possible law suits. Estimated expenditure will only be 6.7 per cent of total cost which is not a high estimate.

Then we should never hear anything more about extravagant engineering expenses.

Mr. COCHRANE. That is the engineer's statement; it is not mine.

Mr. GRAHAM. It is signed by the deputy minister.

Mr. COCHRANE. That may be, but it is the engineer's statement, the one you employed.

Mr. GRAHAM. That is true, but I want to point out the effect which is given to this statement given by a minister in reply to a question. Even taking the figures as true, and they must be taken as true by my hon. friend, they entirely demolish the statement that there was any extravagance either in the headquarters or engineers expense, because this statement says that this is not a big estimate. Now, we have the 'double tracking of the bridge at Winnipeg.' They have seen fit to double track the bridge or to build a bridge which will take a double track in future, and thus increase the usefulness of the road. I am not sure that this carrying out of what we set out to do, and that was to build a single track road. The hon. gentleman is adding to the expense for the purpose of providing a double track bridge.

Mr. COCHRANE. You added to it; we did not.

Mr. GRAHAM. This statement says that the increase is on account of the bridge being added to. But, that is immaterial. The point is that this is an additional expense whether provided for by us or not. It is providing for the future; it is pro-

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viding for a double track bridge which is a little more expensive than a single track bridge. However, let us judge of these figures as embodying an estimate for the final completion of the road. These figures are placed on record now as representing the amount necessary to finally complete this road. My hon. friend has under his charge, as far as it is under the charge of the Minister of Railways and Canals, the expenditure of this money for the completion of the road, and I submit that it is a complete answer to any charge that has been made about extravagance in connection with the construction of the road in the past that this hon. gentleman comes in and proceeds to make a bigger estimate, and to tell us that the road cannot be constructed for a cent less.

Mr. BEST. Is that \$26,000,000 more than the average increase in the cost of the road from the start?

Mr. GRAHAM. It is the increase in the estimate since last year.

Mr. BEST. But has there not been \$26,-000,000 a year of an increase since the road was started?

Mr. GRAHAM. That may be true or not, but that has nothing to do with the point I am making.

Mr. BEST. Does not that prove that the engineers underestimated every year?

Mr. GRAHAM. That may be true, but that has nothing to do with the point I am making now. I am making the point now that, though the late government was charged with extravagance, the present government say: As much as that road cost under the late government per mile, we admit that we cannot build it a cent cheaper and, if anything, it will cost us more; certainly it will not cost a cent less. I am not saying whether that is right or wrong.

Mr. COCHRANE. That is not a fair statement, because we have not changed things. The same commission was acting, these are the engineer's own figures, and so my hon. friend can take whatever comfort he can get out of it.

Mr. GRAHAM. My hon, friend is responsible, just as I was responsible, and if my hon, friend says that, then the commission is to blame for everything that happened before and the government is responsible for nothing. But, the minister and the government must be responsible to a certain extent, and when these figures are placed before the House, and when they are sent throughout the country to show the great cost of this road, the econemy to be practised in the future may be extravagance in comparison with what has

been practised in the past. They show that my hon. friend does not propose to construct the balance of the road one cent cheaper per mile than the former part of it was constructed.

Mr. COCHRANE. I did not say so.

My hon. friend does Mr. GRAHAM. not say so, but the figures practically prove it. These figures, if correct, prove abso-lutely that the extravagance charged against the former government in con-structing the road is without foundation when our successors proceed to complete the road along the same lines and at the same expense, only that they have changed the commission and changed the method of doing business.

Mr. COCHRANE. When was the commission changed?

Mr. GRAHAM. This estimate is for the future and not the past. Now, let me take these figures from another point of view. If we were to admit for a moment that these figures, as entities, were correct, then I submit that the statement sent about the country was absolutely incorrect and misleading.

Mr. COCHRANE. When?

Mr. GRAHAM. A few weeks ago and sent hurriedly to South Renfrew. I want to appcal to the business men of this House. The charge made against this road is that it is costing too much per mile to construct. It is the construction of the road, the money put into the rails, the ties, the bridges and other works that is estimated as being too great. The whole statement which the minister makes to the House does not bear Mr. Grant's signature, my hon. friend may have had Mr. Grant's statement-

'Mr. COCHRANE. I have it, and I have it signed.

Mr. GRAHAM. The statement as to the estimate bears his name but the balance of the figures in the record do not bear his name, that is the combination of figures. Mr. Grant gives an estimate of \$171,726,-000 as the total cost of the road, and so far as the record shows this is the only portion of the statement to which his sig-nature- is attached. The balance of the figures placed together to make a combination, to form a statement is what I propose to deal with for a few moments. I ask the committee as business men if when there have been complaints of excessive cost they have not looked on the cost of construction as the amount which it cost to put the rails down, to build stations, to build bridges, and the argument that has been used is that the cost of the building of this road will be so great that the interest to be paid on it will form a large fixed charge, so large that the rates cannot be

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lowered. Consequently any statement sent to the country alloting to the cost of this road one dollar mot used in construction is misleading and I propose to take up that statement. I have here the statement showing the cost of the eastern division of the National Transcontinental railway submit-ed to this House by the hon. the Minister of Railways (Mr. Cochrane). I find here an item:

Interest during construction at 3 per cent to 31st December, 1911, \$7,690,128.68. Interest on estimated expenditure at 3 per cent for one year at December 31, 1912, \$,3-730,000.

Interest on estimated expenditure at 3 per cent for one year to December 31, 1913, \$4,-635,000.

The whole amount of interest thus charged comes to about \$16,000,000. That brings up this question: Should interest during construction be charged to the cost of construction?

Mr. COCHRANE-It is on the western division.

Mr. GRAHAM-Should interest during construction be added to the cost of construction. There is a difference of opinion about it. When my hon, friend is paying subsidies I do not think he takes into consideration the interest on the money expended during construction, but he takes the actual cost of building the road on which he pays his subsidy. There is a difference of opinion on this point, there is as much to say on the side of adding interest during construction as on the other side. However, I shall leave those figures and pass on to the next. Adding the \$16,-000,000, giving him all the benefit of the doubt if doubt there be and adding interest during construction as cost of construction, we get a capital cost estimated to January 1, 1914, of \$187,781,128.68.

I now come to the next item, and I appeal again to business men. The next item is the interest on the cost of the railway for the first seven years after its construc-tion. The contract with this railway com-pany was that the government would build the railway and give it to the Grand Trunk by lease on completion. For the first seven years of the lease the railway company is to pay no rental, but that does not add one farthing to the cost of construction.

Mr. COCHRANE. Is not the interest not only on the Prairie section but on the Mountain section charged up to capital both during construction and also for seven years after?

Mr. GRAHAM. I do not think the Mountain section or the Prairie section has anything to do with the cost of construction of the government section.

Mr. COCHRANE. They are added to capital account.

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Mr. GRAHAM. There is a difference. If my hon. friend would say, this whole project will cost the country so much money, that would be all right. But the cost of construction of this road does not include one farthing of that interest for seven years and I will prove it so that any business man will agree with me. Suppose we have along there one mile of railway constructed by the Canadian Northern railway. It costs say \$30,000 a mile, very cheap construction. This parliament voted that company \$6,400 of a subsidy for that mile. Would that make that mile of road cost \$36,400? It still remains a road that cost \$30,000 and this \$6,400 a mile was given as a gift to the company to encourage it to build the road. I might go further and say that it reduced the cost of the road instead of increasing it so far as the company was concerned. As part of the contract this road was given seven years without a rental which might be called a subsidy, and which neither adds to nor de-tracts from the cost of the road one iota and has nothing whatever to do with it. Then under this head we have included here \$39,434,000 which has nothing what-ever to do with the cost of construction as carried out by the commission under the Railway Department. Any railway man, any financial man or any business man in Canada will say that that \$39,000,000 has no place or should have no place as part of the cost of the construction of the Transcontinental railway.

Now we shall take another item. We have there \$39,500,000 that forms no part in the construction of the road. The next item is:

Add betterments, &c., during 9 years (January 1, 1912, to December 31, 1920), unforeseen and unestimated, \$7,884,840.32.

I want the House to notice particularly that these are unforeseen and unestimated, but notwithstanding that the minister takes a jump and puts in an amount of \$7,884,000.

Then to swell that he says we will add interest on that \$7,884,000. 1 say that that amount has no place in the cost of construction of the Transcontinental railway before it is handed over to the Grand Trunk railway. That road is handed over as a completed road and the fact that no rental is paid for the first seven years does mot alter the fact that the lease begins and the Grand Trunk Pacific takes the road over as a completed road and starts to operate it. These betterments might be \$7,000,000 or more or less and the Act provided for that contingency. When the road is taken over by the Grand Trunk Pacific Company that part of the arrangement is completed they become lease-holders although they do not start to pay rent, just as much as though they commenced to pay

rent on the day the road is taken over by them.

### Here is the statute:

In case, after completion of the said Eastern Division and the taking possession thereof by the company under the lease thereof, hereinafter referred to, or at any time thereafter during the continuance of the said lease—

and that is 50 years-

-the government shall deem it necessary to expend any sums of money for the improvement of the said eastern division, the replacement of structures by others more modern, or otherwise upon capital account for betterments, and not being 'working expenditure' payable by the company, the government may expend such sums, and the amount thereof shall be added to the capital of the construction account at the end of the year in which such expenditure takes place, and shall thereafter be considered as part of the cost of rental, is to be paid by the company, provided that no such expenditure shall be entered upon without the consent and approval of the said company.

That forms the basis for any subsequent arrangement that may be made. If, after the road has been running two or three years, the company comes and says to the government: We are doing such a large traffic that we want a double track.

We are doing such a large traffic business that we want bridges built in other places or different kinds of bridges; we must have more stations and more terminals; will you build them for us? Yes, we will, but you must pay the interest. That is a new transaction under the statute, and has nothing to do with the original construction of the railway, and it is the cost of the original construction that is objected to. The lease runs for 50 years, and the government might just as well make an estimate of the probable cost of betterments in those 50 years, and add that to the cost of the Transcontinental railway, as to add the cost of the betterments for the seven years following the completion of the road, because the same terms apply from the day the company takes the lease as after the seven years expire. To add the cost of betterments constantly as the traffic increases and as the conditions change, and to endeavour to lead the people to believe that the original cost of the road includes these improvements, is misleading. I want to take another point. My hon. friend, or somebody for him, adds up these figures in the statement which he presents to the House, and says:

Capital cost estimated to Jan. 1, 1921, \$236,-000,000, or a capital cost of \$130,800 per mile.

though they do not start to pay rent, just And it has gone all through Canada on as much as though they commenced to pay the responsibility of the Minister of Rail-

ways, that the original construction of the Transcontinental railway is going to cost \$236,000,000, although any business man will take out of this combination of figures nearly \$50,000,000. These figures which sent broadcast throughout the were country, which were shouted from every platform in the county in which I was a candidate in order to militate against my return, are unfair and misleading to the people of Canada; and, more than that, they are unfair and misleading to the capitalists of the old land who supply Canada and the Grand Trunk Pacific and all our other enterprises with cash to develop the Dominion of Canada and they are unfair to Canada itself.

Now my hon. friend says in this statement:

If the road does not earn 3 per cent in ex-cess of 'working expenditure' for the 3 years ending December 31, 1923, then interest is added to the capital for three years longer, adding \$22,050,000 to capital cost, making the capital cost of the railway \$143,015 per mile, plus expenditure for betterments for 43 years.

He is now taking the expenditure on the road for 43 years. If, if, if,—if the thing is a failure, if it has not paid for three years, he will make the cost of construc-tion still larger; another statement to in-fluence the public that will be a the taken fluence the public, that will make the cost of constructing this road \$143,000 a mile. Then, as if that were not enough, the statement goes on to say:

Capital cost estimated to January 1, 1924, \$258,050,000.

That is to say, 12 years from now, it will have cost us \$258,000,000. But, Sir, in that time, if it had cost that, the men of Canada who produce and consume would have reaped far more than the interest on the money. As if that were not enough to frighten the people, there is still another proviso:

If the road is not taken over by the Grand Trunk Pacific railway on January 1, 1914, each years' delay will add in interest about \$4,500,000 to the capital cost.

It will be noted that in the above calculations interest is not compounded except at the period the road is supposed to be handed over to the Grand Trunk Pacific.

Compound interest and about \$50,000,000 in the first place added to the original cost of construction that has no right to be there; and the people are asked to take that statement as a condemnation of the government that has been building the Transcontinental railway.

Leaving that, I want to make a few com-I have read what the statute parisons. says, as to betterments, and I want to repeat that my hon. friend might just as well have taken the entire lease period of

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betterments that might be required for that period, as to add the cost of the betterments during the first seven years of the lease.

Sir, never in the history of this parlia-ment has a more unfair and misleading statement been given to the people.

Now, I want to take up another matter, that has been a subject of a good deal of discussion. A year or so ago, I had a statement made, and I found that taking the greatest figures which my hon. friend has taken, and adding the interest during the cost of construction, cutting out the figures which every businessman would say ought to be cut out, and the road would cost a little over \$100,000 a mile, I think \$107,000. Now, I had a statement prepared for me when I was minister, comparing the indebtedness of roads in different parts of the world and from that statement I find that in South Australia the capitalization amounts to \$37,200 a mile, in New South Wales \$64,000, in Germany, \$107,000, in France, \$126,000, in Italy, \$100,000, in Russia, \$83,000, in Austria-Hungary, \$87,-000, in Great Britain and Ireland, \$272,000, in the United States, \$58,000, in Canada, \$56,000, now increased to \$56,000, the Intercolonial, \$62,000. That is the capitalization, because the cost cannot be got at exactly. In some of these cases, the cost is much more than the figures. Some of the roads to which I could refer, have received very large aid, some of them stretches of road already constructed, worth many millions of dollars. I want to point out what Canada has given in addition to help some of these roads, so that probably the roads have cost more than the capitalization represents.

The figures include all the cheaply constructed branch lines, thus showing that the various lines cost much more per mile than the average figures given.

Land grants have been made by the Dominion of Canada to the amount of 32,-000,000 acres, and if we include provincial land grants the total is brought up to 55,000,000 acres of land. Now as to cash: the Dominion government \$148,000,000, provinces \$35,000,000, and municipalities \$18,000,000. These have all gone into roads in the Dominion of Canada. Take the guarantee of the Dominion and the prov-inces. The Dominion and the provinces have guaranteed \$148,000,000. That is exclusive of the \$35,000,000 past for the Canadian Northern, which would make \$183,-000,000. Now, Sir, I have given these figures to show what amounts of money have gone into the construction of these roads out of the public treasury in addition to the money put into them by the 50 years and have added the cost of all the companies themselves. I want to go into

another point in connection with this matter and I will try and hurry along as rapidly as possible. If this road has cost \$100,000 a mile to construct, I say that, considering the superior standard of the road and what it will accomplish for the people, it is the cheapest road in the Dominion. Let me explain what I mean by the superior standard of the road. I will not ask my hon. friend to take my statement for that standard, I want to quote to him the benefit that road will be to the people of Canada from the statement of Mr. Leonard, his own Chairman of the Transcontinental Commission, and he will not object at all to that opinion. Mr. Leonard made a speech at Brantford on January 21st, 1912, and I am reading the report of that speech as published by the Brantford 'Courier,' a Conservative paper:

What the cost will be to complete the road to Moncton is hard to say, but it is now nearly all under construction, all but 400 or 500 miles between Cochrane and Winnipeg. The Quebetween Cochrane and Winnipeg. The Que-bec bridge which, when finished, will be the largest bridge in the world, will take 48,000 tons of steel and will take five or six years to build. Going east our line runs at about a 4-10 grade, and an engine will haul 1,600 tons, whereas on other roads, where a 1 per cent grade exists, 800 is all that can be hauled. (Applause.)

Mr. Leonard himself says that this road when completed will haul twice as much as any other road having a one per cent grade, and there is no other road on this continent that has not a one per cent grade, or worse, running across the continent. Now, take Mr. Leonard's statement as to that.

Mr. COCHRANE. Do you mean to say that this road has less than a one per cent grade all across the continent?

Mr. GRAHAM. It is less than a one per cent grade from Quebec to Prince Rupert except for 21 miles in the Rocky mountains, where there is a pusher grade, and that is only about one per cent, a fraction over or a fraction under, I forget which. That is the only part of the road from Quebec to Prince Rupert where the grade reaches one per cent and that is not the ruling grade, either, for the whole of the road. The ruling grade is four-tenths of one per cent on eastbound traffic, six-tenths of one per cent on westbound traffic, and, according to Mr. Leonard himself, twice as much can be hauled on that road as on any other road with the same engine. And yet they say this road is go-ing to be a national burden and a great calamity on this country. I want to quote Mr. Leonard further, and I am going to ask the Minister of Railways to take the word of Mr. Leonard and Mr. McPherson, nection that I want to read the paragraph

the two men in whose judgment he has recently said that he places the most implicit confidence. Now, what does Mr. Leonard say further as to this road being a burden.

The National Transcontinental raliway is a national asset, not a burden to the people of Canada.

These are Mr. Leonard's own words uttered on January 21st in the city of Brantford. I say, Sir, it is not fair to Canada, it is not fair to the company, it is not fair to our great enterprise, to insist that this road is going to be a burden on the people of Canada when the man who ought to know, and has been selected because he does know, says it is going to be a great national asset and not a burden, and one of the reasons he knows is that twice as much at one load can be hauled on this line as on any other line. But, Sir, I want to go further. I want to prove again to my hon. friend the benefit of the road. I want to prove to my hon. friend from another witness. I quote now from a paper, read before the British Association for the Advancement of Science, on the Transcontinenal railway on June 28th, 1909, by Mr. McPherson, the assistant chief engineer of the Transcontinental who has recently been promoted by the minister. I want to read what he says as to the benefit of this road to the Dominion of Canada. The minister I know agrees with Mr. Leonard's statement, and I<sup>°</sup>know he will also agree with what Mr. McPherson says as to the benefit of the road, first of all as to the care that was taken. After giving some details which would not be of interest to the committee he goes on to say:

These reports were carefully gone over by the chief and assistant chief engineer, necessary changes suggested, and instructions issued accordingly. Whenever the head of a sary changes used whenever the head of a issued accordingly. Whenever the head of a party completed what he considered the best possible first location, the engineer in charge was changed and another man given a chance to improve the line by making his best at-tempt at a revised location. The original head of a party, or a third man, was given a chance to still further revise for a final loca-tion. In this way, it was found that a healthy rivalry was established and good healthy rivalry results obtained.

What I want to call the attention of the House to particularly in this connection is this: A great many of us, who are not engineers, criticise the time it takes sometimes in finding the location of a railway like the Hudson Bay. I have had much trouble in this House explaining why engi-neers did not go out in the morning and come back at the end of the week with the line located for a railway. Mr. McPherson makes it very plain and it is in this conwhich follows, because I think it would be of use to members on both sides of the House in future in criticising the location of a railway line.

Revision of location is, however, never considered as finished until construction work is well under way, and it is often found, after the line is cleared that slight changes will effect a very considerable saving.

Now, Sir, I want to go on and read another paragraph read by Mr. McPherson which confirms what Mr. Leonard said a few weeks ago, and confirms what every person who has studied the question knows, that this road is such that a much greater load can be hauled on it than can be hauled on any other line not having as good grades and curves; and I say again that no line runn-ing across the entire length of this continent has as good grades as the National Transcontinental railway:

The maximum grades decided upon are, so far as the writer is aware, the easiest on any transcontinental line in America, being on tangents of 0.4 per cent 21.1 feet per mile adverse to the major or eastbound traffic, and 0.6 per cent 31.68 feet per mile against the comparatively minor westbound traffic. These maximum grades are used sparingly and only for the purpose of avoiding heavy work. On curves, the grades are reduced 0.04 feet per degree in the index of the curve, so that on the maximum curve of 60 the so that, on the maximum curve of 60 the maximum eastbound grade would be 0.4 maximum eastbound grade would be 0.4 minimum 6 x 0.04-016 per cent or 8.44 feet per mile.

I do not want to weary the House I would like to quote another extract from Mr. McPherson:

This distance-

He is speaking now about the distance between Moncton and Winnipeg-

-is 261 miles less than the shortest distance over any other combined railway between Moncton and Winnipeg. The distance be-tween Winnipeg and Quebec city over the Transcontinental railway, will be 1,351 miles, which is 223 miles shorter than the Canadian Pacific railway, and the grades are so much more favourable, that engines of equal capa-city should haul nearly twice the load on the former line than they could on the latter.

Exactly confirming what Mr Leonard says.

Transportation of grain by water has al-ways been much cheaper than by rail, but the latter has been slowly and surely cheapen-ing until at the present time, when the easy gradients and tremendously powerful loco-motives of modern lines will make a combination on land difficult to excel or, peradven-

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Transcontinental railway will be 1,351 miles, and, as the maximum eastbound grade is 21.-.12 feet per mile, compensated for curvature, the heaviest locomotive built to date, a 'Mal-let Articulated Compound,' fully described in the 'Railway Age Gazette' of April 30, 1909, is capable of hauling on this grade a gross load behind the tender of 4,290 tons.

Assuming the tare 331 per cent of gross load, the net paying load would be 2,860 tons, equal to 95,333 bushels of wheat, in one train. If we assume the earnings of such trains to be \$4.40 per train mile, or exactly double the earnings of the Canadian Pacific railway freight train miles for 1908, we find the cost per bushel over the 1,351 miles between Winnipeg and Quebec to be 4.25 cents. The lowest rate that the writer is aware of having been in force from Fort William to Montreal, via the lake, canal and St. Lawrenec river, a dis-tance of 1,216 miles, was 4 cents per bushel in 1908. This 4 cents per bushel for 1,216 miles, would be equivalent to 4.44 cents for 1,351 miles, so that, at \$4.40 per train mile. the engines above referred to could haul grain on the Transcontinental eastbound from Winon the Transcontinential easibound Four Will cheaper than the cheapest existing water route could haul it the same distance and 10.86 per bushel cheaper than the present combined rail and water rates between the two points in question. In brief, at about one-quarter the present rail and water rates.

These are not my words. I have quoted to my hon. friend, as to the standard of this railway, Mr. Leonard, whom he has recently made chairman of the commission, and whose qualifications I am not questioning for one moment. I quote to him Mr. McPherson, whom he has recently promoted and whose qualifications I do not question for a moment. And one of these gentlemen tells us that this road is capable of having hauled on it twice as much with the same power as any other road in existence, while Mr. McPherson goes further and says that with the latest style of engines the Grand Trunk Pacific, with its grades, can haul grain cheaper from Winnipeg to Quebec than it can be hauled by any water and rail route at the present time. If that be true, it is worth a lot of money to have a road like that in the Dominion of Canada. It means that our products will get just that much better prices. For every portion of a cent taken off the carrying of manufactures to the farmers, or carrying the farmers' products from the place of production to the mar-ket, means something added to the price of the labour of the man who works every day in bringing forth the products.

Let me point out one or two things more. Every person is aware who has run a railtion on land dimute to excel or, perativer-ture, to equal on water. The distance from Winnipeg to Quebec, via Canadian Pacific railway to Fort William and lake, canal and St. Lawrence river to Quebec, is 1.771 miles, involving five trans-shipments of wheat. The distance on the 5781

amount of fuel consumed. The higher the speed you get on a locomotive, the more rapidly does the consumption of fuel in-That is why the running of crease. fast trains is very expensive. In some cases, to add five or ten miles an hour to the speed means doubling the cost for fuel. So engineers tell me, and the best railway men in Canada, that in some places on the track-and it will be the same on every other road-the difference even between a 6-10 per cent grade and 4-10 per cent grade makes at least an addition of 30 per cent in the cost of the road, and that in many places the difference between 1 per cent and 4-10 per cent means the doubling of the cost of construc-But this great cost of construction tion. must be thought of in the light of the fact that we are getting a better article than has ever been produced in Canada or on the continent of America. And the reason is that it will reduce the cost of operation. And if it does reduce it, so that with the same crew, the same fuel, the same engine, you can haul two cars where other roads can haul only one, the return to the people of Canada in this reduction of freight will be more than sufficient to compensate them

I have detained the committee longer than I had intended to do. But I felt that when figures that I thought to be misleading were placed before the country it was my duty to call attention to them and place on record my reasons for objecting to those figures.

Mr. COCHRANE. I think the hon. gentleman (Mr. Graham) has been very unfair in his statement. I will quote from 'Hansard' just the statement I made. And I still maintain that when the figures are worked out—and he has not disproved them in any single instance—they bear out what I have stated. I quote from 'Hansard,' page 3,186:

Mr. COCHRANE. When this Bill was last in committee the leader of the opposition asked me to give him some figures in reference to the cost of the Transcontinental line from Moneton to Winnipeg. I submit the following statement:

The hon. gentleman (Mr. Graham) need not work himself up over it, because the engineer whom he appointed and kept there gave these figures and signed his name to them. And I say again that the actual cost of the road to this country, before we get any return for it, will be what is shown by the figures I. have placed in 'Hansard.'

Mr. GRAHAM. Does the hon. gentleman say that that will be the cost of the construction of the road?

Mr. COCHRANE. To the people of this That is all I said before. And country. this same engineer whom he employed says that the cost of that road this year will be \$26,000,000 more since the hon. gentleman (Mr. Graham) went out of of-This engineer and the ex-Minister fice. of Railways (Mr. Graham) let these contracts. And the car-ferry is the only item added since the original estimate was made. The reason the cost of the car-ferry is put in is that I am informed by the Board of Engineers building the Quebec bridge that they cannot possibly finish before the end of 1916, and possibly 1917, and it is absolutely necessary, if this road is going to be finished in 1914, that we should have an opportunity to take cars down to our winter ports at St. John and Halifax. As to the hon, gentleman's laboured argument to prove that this road has not cost more than others, I wish to say to him that he is not getting a bit better article than some of his former colleagues figured they were going to get at a cost of \$53,000,000. In reference to the \$26,000,000, the cost may possibly be a little more than Mr. Macpherson figures; because they did not estimate the right of way even in the province of Quebec, or the terminals either. I claim that my figures were correct, notwithstanding all he has said about the benefits to this country. And I tell him that I have not heard any one find fault with the way in which the road is built; what is criticised is the manner of con-struction and the cost of operation after-wards. No doubt the building of the road is going to do good to this country. But I have no hesitation as a business man, in saying that it could have been huilt equally good in every respect and for less money.

Mr. CROTHERS. My hon. friend from South Renfrew (Mr. Graham) manifests, I think, a great deal of courage in making any reference whatever to the National Transcontinental. With his record in connection with the construction of that great enterprise, one would have supposed that he would be the last man to offer, in pub-lic or in private to make reference to the matter. He endeavours to take refuge behind figures which would go to show that this road has not cost more per mile than other roads in Europe and elsewhere. The chief charge that has been made against the government of which my hon. friend (Mr. Graham) was a member in connection with this enterprise is that they deceived the people of the country as to what the cost of this road would be. When they entered into this agreement, they knew, as they know now, what it cost to con-struct railways in other countries.

The right hon. leader of the opposition led the people of this country to believe that the total sum the people have to pay out in cash for this road would be \$13,000,-000. Now I do not pretend to say that the right hon. gentleman said that this road, from Winnipeg to Moncton, could be constructed for \$13,000,000. But one of the gentlemen who was a member of that government, who had most to say with reference to the actual cost of the road, stated that it could be built of a character equal to the Intercolonial at a cost of \$51,000,000; and that it could be built up to the highest standard at a cost of \$53,000,000. They did not tell us that they were not certain about it; they did not tell us that this road was to be constructed through a country, the character of which they knew nothing about; but they came before this House and declared that they knew all about the country through which The present leader of the it was to run. opposition told us that there were documents in the office of the Minister of Railways which, if examined, would make one as familiar with the country through which the road was to run, as he would be with the streets of Ottawa, or with his own home. So they came before the country and said: We know all about the character of the country through which this road is to run. It is for a long distance a veritable plateau across which the road can be built, just as cheaply as it could be With that full built across the prairies. and perfect knowledge of the country, with mountains of information, that we have on hand, we know exactly what this road will To build it of a character equal to cost. the Intercolonial, it will cost only \$51,000,-000, and not a dollar more. That is what the hon, gentleman told us; and they added, that to build a road of the very highest standard, would cost \$54,000,000 and not a dollar more. They made that statement having, as they said, all the facts before them. Now, having reference to the gen-eral cost, one of the two things exist: They either knew the road would cost more, and therefore deceived the people in telling them the road would only cost \$54,000,000; or they did not know anything about it, and therefore, should not have entered upon the enterprise until they had some information with respect to it. It is estimated now that it will cost at least from \$150,000,000 to \$200,000,000, three times as much as they told us it would cost. I remember very well when my hon. friend from South Renfrew (Mr. Graham) was Minister of Railways, we used to try to get an estimate every year from him as to what this road would cost, and no two estimates ever agreed with each other. He was always I do not just remember the figures, but a sure that it would not cost a dollar more Mr. CROTHERS.

than the estimate he was now giving. But at the end of twelve months when we asked for another estimate, he ran it up three, four or five millions more, and so it has gone on. Showing conclusively that they did not know anything about it, or if they did know, they deceived the people in tell-ing them what they did tell them. That is the point. Now we are told by the hon. member for South Renfrew that it is a road that can haul grain much more cheaply than any other road in Canada. I am told that to-day they are not hauling grain west of Winnipeg at any less rate than is charged by other roads out there. I do not know whether that is correct or not.

But there is another aspect to this ques-tion which it seems to me should have de-terred my hon. friend from South Renfrew from saying anything about it, or referring to it in any shape, way, or manner what-ever. We are told by his leader, and he supported that view, that it was absolutely essential to the welfare of this country that the construction of this road should be be-gun at once, we should not wait an hour. 'Cox can't wait', they said. Why did the right hon. gentleman tell us that? Why, he said, that if we waited an hour the traf-fic of this country, by an ever-watchful competitor, might be turned south instead of keeping it in British channels. If we hesitated for one moment in commencing the construction of this road, our traffic might be turned southward, which would be ruinous to this country, and ruinous to the whole empire. But they are taking great pride in season and out of season, with provocation or without provocation, trying to lead the people to believe that they made a huge blunder on the 21st of September in that they did not put their party in power to turn the traffic south instead of keeping it running between the east and the west. They have had the coureast and the west. They have had the cour-age to get up in this House during this session and have taken up day after day, and week after week, in discussing conditions in the west by reason of the congestion out there. There has been an abundant crop in the west this year—is the government responsible for that? The season was some three or four weeks late this year—was this government responsible for that? I am told that at least one-half of the wheat is still unthreshed and lying out in the fields —is the government responsible for that? Who is responsible to a very large extent for the fact that we have not facilities for getting out of the west twice the quan-tity of grain that is taken out now? It has been stated before this House time and again during the present session by the Minister of Trade and Commerce (Mr. Foster), giving us the figures, that this yearvery much larger quantity of grain has

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been moved, although they began three or four weeks later than usual, than was moved last year. But having in view the state-ment made by the right hon. the leader of the opposition when he was urging the people to begin at once the construction of this road because it was absolutely necessary to have another outlet for the products of the prairie provinces, one would suppose they would have kept that steadily in their minds, and that my hon. friend from South Renfrew would have bent all his energies to the construction of that portion of the road between Winnipeg and Cochrane so as to secure another outlet just as rapidly as possible. Would not common-sense, would not the intelligence of a child twelve years of age, suggest that the government of which he was a member, and the department of which he was the head, should have taken that course, should have devoted all their energies to securing a second outlet as rapidly as possible? They told us that was the object of constructing the road. But instead of bending all their energies toward the construction of the road between Winnipeg and Cochrane, which would have given us a second outlet for the products of the west, they completed the road down in the province of New Brunswick where there is nothing for it to do. Although it is nine years since they began the con-struction of the road, it will take two years longer to connect Winnipeg with Cochrane so as to get another outlet. Still, hon. gentlemen opposite have the courage to get up here and try to blame this government because there is not a second outlet for the wheat of the west. After nine years they have not constructed that little piece of read between Winnings and Galaxies of road between Winnipeg and Cochrane. Mr. Chairman, I do not think I can do better than repeat what I said when I started, that one cannot but admire, although he is surprised, the sublime courage actu-ating my hon. friend from South Renfrew in making the slightest reference to this work.

Mr. GRAHAM. I am not going to make another speech, but I want to ask a question. There was a certain arrangement made between the company and the commission as to the right of way over the Canadian Northern from Winnipeg to Springfield. Then an arrangement was made by which the company were to operate that portion of the road down to Superior Junction to connect with their branch line and run into Port Arthur. Did they utilize that this fall? Have they got that arrangement yet?

Mr. COCHRANE. I think there has been no interference with it. There is not as great a change as I thought there would be. In reference to the piece out as far as Springfield, they went on running over

that and they also built a high crossing over the Canadian Pacific railway to get in. There is no definite settlement. We hope to get down to it as soon as Mr. Hays gets back.

Mr. GRAHAM. He has gone to Europe.

Mr. COCHRANE. Yes.

Mr. GRAHAM. I have no intention at all in keeping back the estimates, and I understand this matter was discussed pretty thoroughly some time ago, when I was out of the House. I have explained my object in making the remarks which I have made in regard to it, and I do not wish to repeat anything. I do not see any great end to be gained by delaying this item. It is a question which cannot be discussed in detail very well. It is a large proposition. The supplementary report of the commission, I believe, will be laid on the table of the House in the morning and if anything comes up in connection with the report on which I wish to make any observations I will take another opportunity of doing it.

Mr. COCHRANE. All right.

Welland ship canal, surveys, \$50,000.

Mr. GRAHAM. I presume the hon. gentleman will give us some information about the Welland canal. This is a matter of very great interest. I see that a number of deputations have been here discussing the question of the Welland canal, and that a large deputation has been waiting Georgian Bay canal. As I understand the situation, the Georgian Bay canal surveys were completed some years ago, and an elaborate report was made to the Depart-ment of Public Works. This is a question of government policy rather than a matter appertaining to the department of my hon. friend (Mr. Cochrane). The surveys on the Welland canal were started some time ago, and I want to say on behalf of the department that it is not such an easy thing to get a proper route for a new canal as people who have not been intimately con-nected with such an undertaking imagine. There have been several routes surveyed. I see an item in the papers that a final decision had been come to and that a rcute has been adopted. I would like to know if that is the case and, if that be true, which route it is, and what is the estimated cost?

Mr. COCHRANE. I have a sort of interim report from the superintendent, Mr. Weller. He has done a great deal of work with a view to selecting a new route. The Jordan route proved an utter failure because of their not being able to get down to hard bottom. Besides that there never

was a lift lock as high as that which it will be necessary to construct there. I think Mr. Weller would have recommended that route if he had been able to get down to solid rock. But quicksand was encountered. The route he has accepted is the ten mile creek route. Although he has not got it worked out in detail he has his borings down sufficiently to enable him to determine the kind of bottom which he may expect to meet there. He would not like to make an estimate until all the details have been worked out, but he roughly estimates the cost at \$40,000,000 and \$50,000,000 for a thirty-foot waterway. That amount would not complete the whole work. He proposes to put locks in for a thirty-foot waterway but he would not construct the canal to a depth of thirty feet at present. He proposes to go to solid rock only and to pro-vide locks with 30 feet of water over the sills.

Mr. GRAHAM. That is that he would make the locks 30 feet over the sills and then later on deepen the canal as the necessities of commerce demand.

Mr. COCHRANE. Yes. He does not think it will be necessary now but he thinks that it will be in a short time because the American government are building a 30-foot canal on the American side at the Sault.

Mr. GRAHAM. They are making all their harbours 25 feet.

Mr. COCHRANE. Yes.

Mr. GRAHAM. Has any information reached the government with reference to the effect that the construction of this canal might have on the level of the water in the lakes in connection with the difficulties that may arise between Canada and the United States such as the question that has now arisen about this matter in Chicago?

Mr. COCHRANE. I think under the treaty we have the right to do it because we are not taking the water out of the natural flow. That makes quite a difference. In Chicago they are taking it out of the natural flow altogether.

Mr. GRAHAM. Does my hon. friend think he is far enough advanced to start the construction of this canal?

Mr. COCHRANE. I would like to; I can hardly say that for a day or two yet.

Mr. GRAHAM. I do not want to anticipate.

Mr. COCHRANE. Mr. Weller had to go away as his wife has been very ill, but I expect him here in the morning.

Mr. GRAHAM. I suppose my right hon. friend the Prime Minister (Mr. Mr. COCHRANE.

Borden) would be the one to give us the policy of the government on these canals rather than the Minister of Railways and Canals, because, there being two departments concerned, the minister at the head of one department does not as a rule care to announce the policy of another. The Prime Minister is the head of all the departments. Could he give us any information now as to his policy on these two canal projects? To avoid imagining that I would ask him to do something that I would not do myself, I may say that the late government announced its policy. I refer to this question largely as a mat-ter of placing myself right as during the last few weeks it was charged time and time again that I was opposed to the Georgian Bay canal and it was pointed out that had given figures to the House on the Welland canal, whereas, I had never given any figures on the Georgian Bay canal. As a matter of fact the Georgian Bay canal was never in my department and one minister is not supposed to discuss in the House at any length another minister's department. I am strongly of the opinion that gentlemen who are promoting either of these schemes make a great mistake in condemning the other scheme. It is altogether, from their own selfish standpoint, a great mistake, because I know that members of the government are human beings like others and they do not consider arguments of that kind for one moment. They are supposed to find out whether another project is any good or not. I strongly ob-ject to those in favour of either of these projects condemning the other. My own view is that if the finances will stand itand at the present time they seem to be rather buoyant—both of these great works in the interest of transportation ought to be started because I believe they will be a benefit to Canada. The reason I say that is this: The Welland canal lies along the border. It is now an established route. Years ago we had practically no facilities at Montreal harbour, but since the Board of Harbour Commissioners have had charge there during the past few years a vast improvement has been made and I am glad to know that still further development must take place to provide for the traffic that will go there. If we are to hold the traffic that we now have and which is ever increasing we must not for a moment let go of our water transportation. New York state is expending over \$100,000,000 on the Erie canal. That line of transportation, though of light draft, will make a great bid for the cheap hauling of grain from Buf-falo to New York in barges. If we are to maintain what we have and get some of the increasing trade east and west we must go on as rapidly as possible and make provision by which our large vessels may come

down through the Welland canal and to Lake Ontario and ship their cargoes by barges from there to Montreal.

I shall not weary the House with these figures. That ought to be done, and that improved Welland canal can be constructed in a much shorter time than the Georgian Bay work, and should be started at once to keep the trade we have, in spite of the construction of the Erie canal. When both the Welland canal and the Georgian Bay canal projects have been carried to completion, I make the prophecy that Canada will be in a position to con-trol her own carrying trade and to do a portion of the carrying trade of the United States to the south. That, I think, is what we ought to have in mind, and with that in view I am prepared to support a measure that will start both of these projects, having in view the completion of the Welland canal to keep what trade we have and to care for the increasing trade in future years. The Georgian Bay canal when completed will afford another great highway by water to carry our increasing trade, and will help to make Canada what she has the natural position to be, the chief carrying power on this continent.

Mr. WHITE (Renfrew). Would the hon. member be in favour of simply deepening the Welland canal without deepening the St. Lawrence system? If so, dces he not think that trade would naturally be di-verted to United States routes?

Mr. GRAHAM. That is a long story. 1 have never taken any stock in the argu-ment that the deepening of the Welland canal would send traffic to the United States. I have had shippers figure it out for me, and they point out that if the larger steamers could come down through the Welland canal and tranship at Prescott or Kingston to barges they could afford freight facilities cheaper than could be afforded even by the Erie canal. The other way would be to bring the traffic to Ogdensburg or Oswege, going thence by rail, but of course rail haulage cannot com-pete with barge transportation from the head of the rapids to Montreal. That is my opinion after considerable study, but I am strongly of the opinion that we ought to start both projects so as to be prepared for the trade we are to have in the future.

Mr. BORDEN. Is there not some suggestion that there might be water commanication from Oswego?

Mr. GRAHAM. There is a suggestion that there might be water communication from Oswego to the Albany river. I studied that two years ago and had quite ' a lengthened report from an American, and

being able to compete with our St. Lawrence system.

Mr. ARMSTRONG. Is the hon. gentle-man in favour of building a new Welland canal or of deepening the old one? Per-sonally, I am strongly in favour of a new

Mr. GRAHAM. I am in favour of doing whatever the engineers say is the practical course.

Mr. COCHRANE. Partly new and partly old, without stopping work.

Lachine canal-bridge at Rockfield, \$75,000.

Mr. GRAHAM. What kind of a bridge is being built there ?

Mr. COCHRANE. Bascule. The superstructure has been built and the contract is let.

Mr. GRAHAM. Has the site been changed?

Mr. COCHRANE. No.

Mr. BICKERDIKE. I understood the Minister to say that the site had not been changed for the Rockfield bridge. He will find it has been changed from Rockfield to **Blue Bonnets**.

Mr. COCHRANE. The selection was made before, it is between the two.

Mr. BICKERDIKE. It is certainly not being built at Rockfield, and I do not think the department had any right to take a vote to build a bridge at Rockfield and then transfer that vote to a bridge somewhere else. That is really what is being done. The vote was passed for Rockfield and is being built at Blue Bonnets and will not serve any good purpose in any case. I do not know how they will get out on the other side of the canal.

Mr. GRAHAM. If I remember rightly, the municipality entered into a contract with the department of Railways and Canals that they would build a street from the other end of the bridge to make an outlet.

Mr. COCHRANE. The abutments were built last summer before I came in.

Mr. BICKERDIKE. There is no such agreement as the ex-Minister of Railways thinks. An outlet will cost the country something like \$200,000.

Mr. GRAHAM. They passed a resolution of the Council.

Mr. BICKERDIKE. There is no such understanding. It will cost the country \$200,000. The bridge is not being built where it was necessary. There are a dozen places on the Lachine canal where a bridge was much more his view was altogether against that routed necessary, where the people are on both

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sides of the canal, but in this case it is in the open fields on the south side. The people do not want it there and the country is paying for it.

Rideau Canal, Ottawa, bridge at Bank street, \$80,000.

Mr. GRAHAM. It looks as if no money had been expended. I suppose the City of Ottawa did not come to time in doing their share.

Mr. COCHRANE. They only started quite recently.

Mr. GRAHAM. Is it being built on the plans of the engineer of the department or on plans of the city engineer of Ottawa, approved by the department?

Mr. COCHRANE. On plans of the city, approved by the department.

Mr. GRAHAM. They are building the high bridge, are they?

Mr. COCHRANE. Yes. It is to cost \$130,000, of which the department is paying \$80,000.

Sault Ste. Marie canal, \$46,000.

Mr. GRAHAM. Has my hon. friend taken into serious consideration the request made by the forwarders and those interested in shipping, for the construction of a new lock there?

Mr. COCHRANE. No, that has not been considered. There has been a demand, both by the associations and by the people for more dredging, as the channel is too narrow, and the Minister of Public Works, I believe, is providing for that in the estimates this year. I have not had any discussion with reference to a new canal.

Mr. GRAHAM. It was rather hoped that the American canal would help out matters, as the congestion was largely caused by vessels coming to our side, because the Canadian canal had a greater draught. When the American canal is deepened to 30 feet, that will relieve the congestion.

Soulanges canal, \$378,400.

Mr. GRAHAM. Who has the contract for the protection works at the upper entrance?

Mr. COCHRANE. Haney, Quin & Robertson.

Mr. GRAHAM. This \$200,000 is not a new contract?

Mr. COCHRANE. No.

Mr. GRAHAM. What are these protection works?

Mr. COCHRANE. The entrance is too narrow, and they are to widen it.

Mr. BICKERDIêE

Trent canal, \$1,940,000.

Mr. GRAHAM. If my hon, friend the Minister of Labour were here, he would say that I had again courage to mention the Newmarket canal. What I want to point out in regard to that work is that while there was room for difference of opinion at the beginning, I think it is a great mistake to stop it when it is so near completion. The Holland river end could have been done by the machinery of the department, and the contractors could finish up the other. I found recently among my papers something which is an answer to what has been said here on different occaşions before my hon, friend came into the House. It was argued strongly at one time that the object was not to take the canal up as far as Newmarket, that what the deputation asked for was the deepening of the Holland river up to Holland Landing. I have a copy of the resolution which was passed by all the municipalities interested, the same thing that the deputation urged, and it was this:

In the opinion of this council, the interest of the country would be greatly served by the deepening of the east branch of the Holland river as far as Newmarket and Aurora.

The deputation was for constructing this canal, not only as far as Newmarket, but as far as Aurora. I want to make that\* clear, in fairness to the gentleman under whose régime this project was started. It was always intended by the men who favoured it that it should go not only to Newmarket, but to Aurora. Then, as to its being a political affair, I think that all the councils but one or two in the county passed resolutions like the one I have re-ferred to. Then they started what was known as the Trent Valley Canal Exten-sion Association, the president of which was Mr. Deville, of Aurora, who was also president of the Conservative Association. So that it could not have been a Grit scheme to get this canal built. As a matter of fact, at the inception of this canal, Grits, Tories, and all others in that part of the country were very enthusiastic for it.

Mr. COCHRANE. To get the money spent.

Mr. GRAHAM. They met at Newmarket and formed an association. The idea, I understand, originated in the complaint of the people about excessive freight rates by rail, and they thought water communication would be a good way to get themi reduced. There was certainly no political point in it, because the people were unanimous for the work. Even the other day, the Board of Trade at Newmarket passed a strong resolution against the work being stopped. 5793

Sir EDMUND OSLER. I do not think there is anything in the hon. gentleman's argument, because if you spend money and lose it, why put more money into the same hole? If that canal were built, it would require an expenditure every year to keep it up, and anybody who has been there or knows anything about it knows that there is absolutely no business for it. You can get up a petition anywhere in favour of the government spending money. The idea of the canal going to Aurora is the height of madness. There would not be enough water in it to sail a small boat. It is an unfortunate thing that it was commenced, but it would be very much more unfortunate if this government took the responsi-bility of finishing it, because it is utterly useless. In reference to the Board of Trade meeting, I know that one meeting separated without passing any resolution one way or the other. I think it would be a mistake to spend any more money on the canal, be-cause there would never be a boat go up or down.

Mr. NESBITT. May I ask the minister if he has abandoned the work?

Mr. COCHRANE. Yes.

Mr. NESBITT. Have you made arrangements with the contractors to stop the work?

Mr. COCHRANE. Yes.

Mr. NESBITT. What amount was paid to the contractor to cease the work?

Mr. COCHRANE. \$1,000.

Mr. NESBITT. And I understand that a certain amount was paid for extras?

Mr. COCHRANE. No. There were certain roads that crossed the canal which had to be repaired, that is county roads, and what the contractor is doing on a percentage basis is to put up those bridges and fill in the approaches.

Mr. NESBITT. The \$1,000 does not include that?

Mr. COCHRANE. The \$1,000 is for cancelling the contract.

Mr. NESBITT. It does not include the work to be done?

Mr. COCHRANE. Oh no, that would cost quite a bit more.

Mr. NESBITT. And are there some old extras?

Mr. COCHRANE. Not since I have had charge of the department. Some people have put in claims for land, and things of that sort which have nothing to do with the contract.

Mr. GRAHAM. If the contractor would give the contract up for \$1,000 it would show that is was a pretty good contract from the last standpoint.

Mr. COCHRANE. I suppose he would have cancelled the contract for nothing because it was drawn in that way.

Mr. GRAHAM. There is a matter I wanted to ask the minister about and it is important to the Dominion. He knows, and I know, that the province of Ontario claims, in short that the title to the waterpower developed on the Trent canal lies in the province and not in the Dominion. There is an old saying that a man that lives long enough gets on every side of every question before he dies.

Mr. COCHRANE. I have not changed my opinion in the matter, I hold the same view that I did before.

Mr. GRAHAM. But the minister is on the other side now and he has to look after the interests of the Dominion as I had to. There were a great many water-powers in course of development, and I thought the scheme for developing water-powers in that district was a good one. I need not go into the details because the House is already conversant with them. I think, there was a small water-power, or claim for land, near Healey's Falls, that the province had leased to the Northumberland Power Company. Later on they cancelled that lease. We endeavoured to make an arrangement by which we could get all the power de-veloped by means of a scheme which has been explained before and therefore I will not detain the House. The province of Ontario made the claim that all the rentals the Dominion received from the power so developed belonged to the province, and that the leases ought to be handed over to them. The situation was under discussion between my hon. friend and myself when the change of government took place. I would like to know in what situation, or condition, the matter is between the prov-The province ince and the Dominion. passed an Act saying that it did not intend, and never had intended, giving away any water power rights with the leases made along the canal, although the decision of the courts had said that in many cases these powers did go with the lease, and some of the leases were made before there was a province. I contended for the Dominion, acting on the advice of the Minister of Justice, that these all belonged to the Dominion of Canada and not to the province, and they were granted accordingly. Central Ontario consequently is getting as cheap power as is procured anywhere else in the province of Ontario from anybody else, and under very favourable conditions. What I

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want to ascertain now is what is the Dominion government, or this department saying. Is it saying as it did before, that these rights are vested in the Dominion, or is it saying to the province, 'You can take this property that we have contended for', or is it referring the matter to the courts? I would like to know if the present Minister of Justice has given an opinion on the point. The late Minister of Justice, Sir Allen Aylesworth, gave the unqualified opinion, if I remember correctly, that the Dominion was perfectly within its rights and the province has no claim.

Mr. COCHRANE. I do not know that my hon. friend has fairly stated what my contention was when I was a member of the Ontario government. The claim held by them was that the water, not only in the rivers, but in the lakes belonging to the province and the right of the Dominion is restricted to the use of that water for the purposes of navigation.

Mr. GRAHAM. Do not argue too strongly now.

Mr. COCHRANE. I have not changed my opinion at all. Take the Trent canal. The position of the province was that you had an absolute right to take that water for canal purposes, but the moment before that water entered the canal and the moment it came out at the other end it belonged to the province and you had no right to sell it for power purposes. Now, as to the Trent river, the situation is a little different and there may be an argument there in some cases. As far as I know, the Minister of Justice has given no opinion on the matter yet. There has been some discussion about it on account of the construction of the dam at Campbellford. The hon. gentleman will remember that he gave certain instructions that were to go on on a certain date. The power users at that point had not made any arrangements to change from hydraulic energy to electricity. They came down here to see the government, and we have extended the time up to the first of June and given them notice that we would proceed with the construction of the canal at that place. So far as reaching any decision, nothing has been done. With this exception the matter is standing as it was when the hon. gentleman left office, but it will have to be taken up and thrashed out and, I hope, go to the courts.

Mr. GRAHAM. It will go to the courts I suppose. I do not want to press my hon. friend because the Minister of Justice, perhaps, would be the man to give an opinion.

Mr. COCHRANE. I have not changed my own opinion at all.

Mr. GRAHAM.

Mr. GRAHAM. I think the matter ought to go to the courts. The Trent is different from any of the other cases, as I think the Minister of Justice will find out when he comes to look into the statutes and the special Acts of the leases. The claim of the province to these water-powers is a pretty large question. I do not think the hon. gentleman would for a moment hand it over to his former colleagues without the courts authorizing him to do so, because the Dominion has rights in all these matters that ought to be safeguarded.

Mr. HAZEN. Has the Privy Council given a decision ?

Mr. COCHRANE. It has given several in both ways.

Mr. GRAHAM. Touching some points, but the whole case has never been before the courts as I understand it.

Enlarging Port Colborne elevator, &c., \$200,000.

Mr. COCHRANE. This item is for enlarging the Port Colborne elevator. They have been crowded there this year, and we are going to put up this addition.

Mr. GRAHAM. It would be very interesting to the House if the minister were to tell us what business the Port Colborne elevator has done this year. This affects the great question of transportation, and this is the only government-owned elevator that we have.

Mr. COCHRANE. The elevator earned from the 1st of April to the 31st October, 1911, \$36,987.06. The total expenditure on staff and repairs for the same period was \$18,749.66, leaving a balance of \$18,237. The grain handled during that period was 6,000,000 bushels.

Mr. GRAHAM. That is an increase over last year is it not?

Mr. COCHRANE. Yes. We could have handled a good deal more grain if we had had the facilities. That is the reason we are going on with this work.

Mr. GRAHAM. To enlarge the elevator and double the capacity?

Mr. COCHRANE. Yes. This vote is to go on and build it.

Mr. GRAHAM. The figures given are rather a point in favour of a governmentowned elevator. If we can do business and do it very cheaply, do you think that policy would be better if it were applied to all elevators?

Mr. COCHRANE. I do not know. We have to spend so much in developing and opening up this country. If we had more elevators at the winter ports a great deal more grain would have gone there. That is what the Canadian Pacific Railway Company reported to me. They said that they had train loads of grain scattered here and there, and that every siding was full of them. At St. John they had only one elevator and could not get rid of the grain fast enough.

Mr. NESBITT. Is this \$200,000 to build a new elevator there?

Mr. GRAHAM. The foundation is there to enlarge the old one.

Mr. COCHRANE. Yes, and the machinery is there. They can nearly double the capacity for this amount.

Mr. GRAHAM. Did the Halifax elevator do anything this year?

Mr. COCHRANE. I do not remember, but I think not.

Mr. GRAHAM. Is it in the habit of doing much?

Mr. COCHRANE. No. I think it was placed wrong. The whole situation there will have to be taken up—the elevator and freight sheds. They seem to have been placed in the wrong spot, and I am afraid they will have to be moved. Something will have to be done with them, when the extended terminals and docks go through.

Cornwall-improving lower entrance lock 15, \$50,000.

Mr. GRAHAM. What is it?

Mr. COCHRANE. Several of the owners of the vessels navigating the canal have been asking to have something done to improve the entrance. The present entrance is too short and too narrow and does not lie in the line of approach for vessels coming up the river.

Mr. GRAHAM. And this is to both lengthen and widen it?

Mr. COCHRANE. Yes. The total cost is \$75,000.

Mr. GRAHAM. That is a rather bad entrance, I know.

Galops canal-improving upper entrance lock 28, \$30,900.

Mr. GRAHAM. Where is the Minister of Customs (Mr. Reid, Grenville). He always had something to say about this Galops contract.

Mr. COCHRANE. We have got him hushed up.

Mr. GRAHAM. Two things have surprised me: One is the Minister of Customs not saying anything about the Galops canal and the other is my hon. friend from Peel (Mr. Blain) not asking anything about where the advertisements were published. These two things I miss.

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Murray canal-removing high spots, \$9,000.

Mr. GRAHAM. Is this quite a proper item 'removing high spots'? A demand was made a couple of years ago and work started to do dredging on the eastern entrance of the Murray canal in the vicinity of Belleville harbour. Then, in the interest of traffic from the cement works, I think we were urged very strongly to light the Murray canal, so that it could be used at night. Has anything been done about that?

Mr. COCHRANE. I do not think so. But surveys are being made about the dredging.

Rideau canal-new dredging plant, \$25,000.

Mr. GRAHAM. A good deal of complaint has been made by Captain Noonan and others, I think including Mr. Murphy, about a rock near Westport that they thought should be removed. I have forgotten the name. Some surveys for estimates were made, and I think the engineer made a report and it was intended to have the rock removed, because in low water they had difficulty. I suppose the minister cannot tell me about that. But if he will look into the correspondence, or ask Mr. Phillips he will be able to give me information that I desire to have on this point.

Soulanges canal-rebuilding head of guard pier lower entrance \$47,000.

Mr. GRAHAM. That is a new item.

Mr. COCHRANE. The head of a pier was overturned in the ice last spring and this is to put it in shape. This will cover the cost of removing the present broken pier, excavation, crib-work below the water, concrete top, stone filling and contingencies.

Mr. GRAHAM. Will that complete it? The minister and I are dubious about estimates.

Mr. COCHRANE. They are more yours than mine.

Canals-St. Peter's-improvements, \$200,-000.

Mr. KYTE. When were tenders called for this work?

Mr. COCHRANE. I do not seem to have the date here. It was let before the change of government.

Mr. KYTE. Who are the contractors?

Mr. COCHRANE. W. H. Weller. He is the son of the superintendent. The amount of the contract was \$266,887.

Mr. KYTE. Who is the engineer in charge?

Mr. COCHRANE. Mr. Sargent is the resident engineer.

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Mr. KYTE. I refer to the gentleman was has been on the ground since May, I think his name is Stanton. Will he have charge of the work until its completion?

Mr. COCHRANE. Under Mr. Sargent's supervision.

Mr. KYTE. When will the work be commenced?

Mr. COCHRANE. Just as soon as the weather permits.

Mr. KYTE. Has the minister any report as to the amount of additional land that will be necessary for improving the canal?

Mr. COCHRANE. I have not. They are expropriating lands there now.

Mr. KYTE. Does the minister intend to have the value of those lands fixed by the Exchequer Court?

Mr. COCHRANE. I may say that some parties wrote me the other day, and I sent Mr. O'Dwyer down there to value the lands. That is as far as I have gone.

Mr. KYTE. The value of the lands seems to fluctuate very much in the estimation of the local assessor, in the estimation of the owner of the lands for taxation purposes, and also when it comes to selling to the department.

Mr. COCHRANE. Could the hon. gentleman give us an idea of what the value is, roughly? That would guide us.

Mr. GRAHAM. Men get paid for that.

Mr. COCHRANE. I know, but the hon. gentleman is working for his country.

Mr. KYTE. I would not undertake to set a value on this land, but I think the value should be fixed by the Exchequer Court.

Mr. COCHRANE. That would be a good practice, but it has not been the practice in the past. The department has always sent somebody to value the land and then made an offer to the owner. If the owner did not see fit to accept the offer, then it went to the Exchequer Court.

Mr. KYTE. Mr. O'Dwyer was sent there for the purpose of putting an independent value upon it, according to his own judgment?

Mr. COCHRANE. Yes, and the owners were not consulted at all.

Trent canal-improvements, \$41,500.

Mr. COCHRANE. That is for dredging at Kirkfield, Scugog and Lakefield. Then there is rip-rapping on the Lake Simcoe and Balsam division.

Mr. GRAHAM. There is a good deal of heart-burning amongst those lakes, I sup-Mr. COCHRANE.

pose my hon, friend has heard of it. There is a bay up there that is full of debris.

Mr. COCHRANE. We are going to clean it out. I do not think we have any right to leave an eye-sore there.

Board of Railway Commissioners of Canada-maintenance and operation, \$148,650.

Mr. GRAHAM. There has been a vacancy on the Board of Railway Commissioners for some years, ostensibly intended to be filled by a western man, the vacancy caused by the death of Mr. Greenway. I know the reasons perhaps as well as my bon. friend why the vacancy was not filled. I have seen a report somewhere that there would be a section of this commission for the west and another for the east, to make two units. I am afraid that would not be a good thing to do. Has my hon. friend decided to do that or not?

Mr. COCHRANE. I certainly am not going to do it. I think once we get things going a little better we might keep a couple of the commissioners out there to do a lot of things on which there could not be two opinions. The worst feature about having two boards would be that you would have two judgments on the same matter. But they could do a lot of work out there with the municipalities, concerning which there would be no difference of opinion, and it would be a great convenience to the west. But they would be part of the same board.

Mr. GRAHAM. I think my hon. friend is quite right. It is difficult sometimes to convince people that that would be the right thing. The difficulty would be that you would have conflicting decisions on exactly the same thing, whereas if there is only one board there is sure to be uniformity. I suppose my hon. friend is ready to fill that vacancy?

Mr. COCHRANE. Not to-day.

Mr. GRAHAM. Will he be ready this week?

Mr. COCHRANE. I shall be very busy until the close of the session.

Mr. GRAHAM. I see there is an increase in the estimates.

Mr. COCHRANE. This is for improving and increasing the staff, and there will be some increase in wages. The chairman is such an able man and is doing such a great work, that we can afford to take his recommendations without question.

Mr. NESBITT. Has the minister selected his man to fill the vacancy yet?

Mr. COCHRANE. No, sir.

Cost of litigation in connection with cases, \$6,000.

Mr. GRAHAM. Investigations have been taking place in reference to express and telegraph rates. Has the minister any information as to the findings or as to how these cases are progressing?

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Mr. COCHRANE. I laid on the table the first report on telegraphs. It is very interesting. There have been no reports made in the other cases except that with reference to the Prince Edward Island railway where a change, to some extent, was made.

Mr. NESBITT. Have we to pay the cost in connection with this litigation?

Mr. COCHRANE. The expenditure under this item does not come under the Railway Board. These are cases in connection with the canals. There is often litigation.

Mr. GRAHAM. These are miscellaneous items, in connection with litigation, expropriations and settlements.

Mr. COCHRANE. Yes; \$1,200 was spent last year.

Grand Trunk Pacific-remuneration to government director of, \$2,000

Mr. GRAHAM. Who is the government director on the Grand' Trunk Pacific?

Mr. COCHRANE. He has not been changed; I forget who he is.

Mr. GRAHAM. Mr. Brunet.

Mr. COCHRANE. Yes, the same man.

Railways and Canals, collection of revenuecanals-staff and repairs, \$1,302,015.

Mr. NESBITT. What is the explanation of the large increase?

Mr. COCHRANE. The wages of the staff were raised last year.

Mr. CARVELL. Is that a general raise?

Mr. COCHRANE. Yes, that was done before we came in at all.

Statistical officers, \$42,500.

Mr. CARVELL. Perhaps the minister could tell us whether any of these statistical officers have been dismissed since 1st October? I would also like to ask whether any employees of the canals have been dismissed from office?

Mr. COCHRANE. Yes.

Mr. CARVELL. It has been stated in the mewspapers, and I think correctly so, that the hon. member for Lincoln (Mr. Lancaster), had determined that all the officials on the canals in his constituency must go. I would like to know whether that course has been carried out?

Mr. COCHRANE. I do not know how Mr. COCHRA many have been dismissed. They have not of the member. 1841

all been dismissed. There is no lock without one man who has had experience, and who acts in company with a new man appointed. I do not know what the number of dismissals is. But, it has been most difficult because, whether rightly or wrongly, in 1896, they were all removed and a great number of these men now feel that it is their turn, and it makes it a very difficult contract. In that way we have perhaps let out more men than we would otherwise have done in order to give these men their places.

Mr. CARVELL. Would the minister give us an idea of the number of dismissals as compared with the total number employed?

Mr. COCHRANE. I read that out the other night.

Mr. CARVELL. These figures were given?

Mr. COCHRANE. Yes.

Mr. KYTE. There was a statement going the rounds of the press some time ago attributed to the minister to the affect that it was not his intention to dismiss lockmasters on mere triffing charges of political partisanship inasmuch as they were men upon whom great responsibility was placed and it was not desirable to put new and inexperienced men in their places. I should like to know if that sentiment has been given utterance to by the minister.

Mr. COCHRANE. If the hon. gentleman will look at the statement I gave the House the other night I think he will agree with me that I have been carrying that policy out pretty well.

Mr. KYTE. I know that to be the case on St. Peter's canal at all events.

Mr. CARVELL. My hon. friend the minister says that there were wholesale dismissals in 1896, that many of these men are still in existence and that it is pretty hard to refuse their demand that they shall be given back their places.

Mr. NESBITT. Have they not had any thing to do since?

Mr. COCHRANE. I suppose they have

Mr. CARVELL. Are there any instances where men have been dismissed simply at the request of the member to make room for men who are not old officials or to make room for entirely new men?

Mr. COCHRANE. Not without some charge being laid against the man.

Mr. CARVELL. Would the charge be preferred simply on the word of the member?

Mr. COCHRANE. I have taken the word of the member.

Mr. KYTE. In case a charge has been made either by the member or the defeated candidate and if these men deny the charge, will they be given an opportunity to prove their innocence?

Mr. COCHRANE. That would depend largely on what the charges were. Where a case is made out on the statement of a member of the House I think the word of the member has been taken and I think it should be taken. Of course, with the Intercolonial railway it is a different thing. There is an agreement with the men. That will be carried out absolutely, I am going to carry it out and where the charge is not proven I am going to put the man back.

Mr. KYTE. It is not possible that a member or a defeated candidate may be misinformed?

Mr. COCHRANE. Then I hope he will be man enough to own up if he is.

Mr. KYTE. I refer to the possible case where a man might in good faith make a charge against an employee of the canals, the dismissal of whom would be a great hardship. I think it would be only fair that when a charge is made against an officer or employee of any department of the government he should be accorded an investigation and given an opportunity of making a statutory declaration substantiating his innocence.

Mr. COCHRANE. I think that is pretty sound.

Mr. McKENZIE. In reference to the question of dismissals—

Mr. COCHRANE. Do you want to go into the question of dismissals? If you do I have a good long list that I can read.

Mr. McKENZIE. I have no doubt the minister can read them out of a book but that is not exactly the point I wish to make.

I cannot complain very much in my county, there have not been many dismissals. I have a theory in connection with the government as an employer of labour as compared with others in my province, that although the government employs a comparatively small number of men it should be the best example to other employers in every respect, in respect to Lours of labour, wages, and freedom from restraint. A mine manager who would dismiss or engage a man for political reasons would be disgraced and liable to have all his miners strike at any time, for such interference with the liberty of his men.

Mr. COCHRANE. Do you think officials should have a free hand to do as they like politically?

Mr. McKENZIE. A labouring man employed by the government should certainly Mr. COCHRANE.

have the same privileges as the man alongside of him working for the steel or coal company. There was one case in my county of a man who had been handling boxes in the freight shed who was dismissed because he acted as my agent on election day sitting quietly in the polling booth, performing the simple duty of a citizen of more or less independence. Such treatment will simply encourage the breeding of a set of people who will be poltroons and sycophants. What sort of children do you expect to be raised in this country by the civil servants if the moment they enter the government service their independence is gone and they dare not have any minds of their own?

Mr. BEATTIE. If they want to be independent they should not be there.

Mr. McKENZIE. Then what kind of people will be there? Perhaps the hon. members can get such poltroons in London but he cannot in Nova Scotia. The dismissal of a man working at \$1.25 or \$1.50 for exercising his choice in voting is unworthy of any department of government.

Mr. FOSTER (Kings, N.S.). One would almost suppose from the remarks of the hon. member (Mr. McKenzie) on this tremendous crime of the dismissal of this box handler and his remarks on previous occasions, that no such thing had ever occurred in his own constituency after he and his friends assumed the reins of power, that his hands were absolutely clean from dismissals of men for taking part in politics and that this government and its supporters were the sole offenders along this line. I have evidence under my hand which goes to show that when the hon. member attained power a labouring man, helper to a lighthouse keeper, a man named Ingall, voted for John McCormack, and was dismissed from his position without any investigation, without any charge, without even receiving a notification that there was any charge against him.

Mr. McKENZIE. There is no such a man.

Mr. FOSTER (Kings, N.S.). I have information under my hand, which says there was, and I believe that is as authentic as the word of the hon. gentleman. I would like to ask the hon. gentleman if there was a man in his constituency of the name of McCrae, employed as lighthouse keeper at Plaster Rocks. He was removed after having had the light for 30 years, again without any investigation. When hon. gentlemen opposite talk about dismissals without investigation, it would be well for them to look at their own course in the past. It is a bad policy for people who live in glass houses to throw stones. I could give a

further list of dismissals, and if the matter comes up again, I will take the trouble of putting on 'Hansard' a list of the gentlemen who were dismissed in North Cape Breton and Victoria, by the hon. gentleman and his friends, so that the people of the country may see that the present administration and their supporters are not the only offenders along this line. The late government laid down a specific rule, that men going into the civil service should lay their politics aside, and that if they wished to be politicians, as the right hon. leader of the opposition said, they would be given every opportunity to be politicians, meaning that they would be turned out, and they were turned out. Men in my own constituency were not only partisan, but were positively insulting in the course of the elections, and I have heard rumours that because one of these men has been dismissed, his case is to be ventilated. Well, Sir, I welcome the fullest investigation into these cases, and I think I can satisfy every reasonable man that any dismissal that has taken place, has been on grounds that are absolutely justifiable. It ill becomes hon. gentlemen opposite to whine over that, for which they themselves, are responsible.

Mr. McKENZIE. I am sure we should be pleased with the lecture that we have received from the hon. member. He refers to dismissals which he says I made. I know nothing about the assistant to the lightkeeper that he speaks of. I asked him if there was the name of such a man on any record of any department of this government, and I challenge him to find any such record. There never was such a dismissal, and there never was such an officer in the county I have the honour to represent. The observations of the hon. member on that point, are therefore, entirely without foundation. As far as McCrae is concerned, the hon. member has put his finger on the only dismissal that I ever asked for, during the ten years that I have been in public life. I am not ashamed of a record of that kind. The reason that man was dismissed, was not a political The reason was that he lived five reason. or six miles from the lighthouse, and that he farmed it out to another man. Complaints were made against him that he was not looking after his business, and for that reason he was dismissed. That is all that the hon. member can bring against me; and if he, after having been ten years in public life, can challenge the world to point to any dismissals for which he was responsible, except a single one, and that one outside of politics, I think he will have reason to congratulate himself.

Mr. LESPERANCE. As an old employee on the Intercolonial railway, at a time when hon. gentlemen opposite were in power, I think I am entitled to say something about what took place when my triends came into power.

Let me tell the House something that is perhaps not generally known in regard to dismissals. When my hon, friends opposite came into power there was not a single man on the Intercolonial railway who, for at least a year after the change of government, felt sure of his position. T know personally of members supporting the Liberal administration boarding local trains, stopping at every station for the purpose of shaking their fists under the nose of the station employees and telling them to pack their trunks as they would surely be dismissed. I was told by Liberal members that unless I promised to support them against the brotherhoods, unless I became traitor to the employees of the Intercolonial railway I would be dismissed myself.

Mr. LAPOINTE. Was not the hon. gentleman a Liberal himself at the time?

Mr. LESPERANCE. Unfortunately I was.

Mr. BEATTIE. But he has had his eyes opened since.

Mr. LESPERANCE. I was a Liberal, and because I would not turn traitor to the employees on the Intercolonial railway, to the men that myself and others had helped in their positions under the Conservative administration by organizing them into societies and unions, which enabled the Intercolonial railway to give the best service, perhaps, of any railway in Canada, I had to withdraw from that railway, and that is one of the reasons why I am in this House to-day. I am not going to tell all that happened in 1896 and after; to do so would take too long, and I want this House to prorogue at an early date. I say this however: that very few of the employees who were unorganized, or were not backed up by a strong union were kept in their position. Sectionmen were dismissed the wholesale. ale. And what is the After the Liberals came bv position to-day? into power, in 1896, they created a Provi-dent Fund, and established a rule that no man would be employed on the Intercolonial railway after reaching 45 years of age. What was the purpose of that regulation? Was it to prevent those men who had been unjustly dismissed from being reinstated when the Conservatives again came into power? I ask the hon. Minister of Railways to-day to see that those men so unjustly treated be reinstated in their positions.

Mr. GAUVREAU. Permit me to correct the hon. gentleman. The limit of age for

employment on the Intercolonial railway is 35, not 45 years of age.

Mr. LESPERANCE. If they are over 45 years they cannot be employed in any capacity.

Mr. COCHRANE. If a man is over 35 years of age, he cannot be permanently employed unless he has technical qualifications. He can only be given temporary employment, and I understand there are something like 1,500 temporary employees.

Mr. LESPERANCE. I asked for the reinstatement of a man who had been unjustly dismissed, and the application was not acceded to because he is over 45 years old. Now I appeal to the hon. Minister of Railways to make provisions that these men who are over 45 years of age be reinstated on the Intercolonial in some capacity or other. In the county of Montmagny alone there are five men who were unjustly dismissed from the Intercolonial and who will not be able to regain their former positions because they are over the age limit. I will not give every instance that is within my knowledge, but if I am challenged by hon. gentlemen opposite I will give a complete statement as to the Intercolonial railway employees that have been unjustly dismissed since 1896. The hon. member for Rimouski informs me that in the county of Rimouski alone over 200 employees received their congé unjustly, and in every county and district of Quebec there were wholesale dismissals. I do not want to make political capital out of this matter, but hon. gentlemen opposite have no right to charge the present government with unjust dismissals because, to my own knowl-edge, not a single employee has been dismissed unless just cause was assigned to the minister, and the member for the constituency took the personal responsibility for that dismissal. Had that course been followed in 1896 the rule that exists to-day in regard to dismissals would not have been heard of.

Mr. BOULAY (Translation). I rise merely to confirm unqualifiedly what the hon. member for Montmagny (Mr. Lespé-rance) has stated in connection with dis-missals on the Intercolonial in the county of Rimouski. As I said, the railway runs through that county for a distnce of 135 miles, so the number of men employed is fairly large. At St. Flavie, for instance, all the men were dismissed, not as the result of an enquiry, but after barely two or three days' notice. If I have any criticism to make in regard to the hon. the Minister of Railways, it is for having shown too much consideration for the men who were appointed in place of those victims of the approve of this stand: That the minister-Liberal party in 1896. Sir, these poor fel- of course within limits as to salary, be-

Mr. GAUVREAU.

lows who were dismissed in 1896, have been waiting 15 years for the Conservative party to grant them justice. I ask the hon. min-ister to put aside the rules that have been laid down by the Liberal administration in the interest of their friends, and to restore to their former positions the men who were unjustly dismissed by the late government.

Mr. DEMERS (Translation). Will the hon. member allow me to ask a question?

Mr. BOULAY (Translation). Certainly.

Mr. DEMERS (Translation). Is the hon. gentleman in a position to give the names of the men who have been dismissed without any enquiry being held?

Mr. BOULAY (Translation). You need only to look over the list of the men in 1896, and you will find what you are after. The section men employed in 1896 were all fired, with the exception possibly of ten, who were friendly to the party the com-ing into power. All the men employed in the International repair shop at Ste. Flavie were dismissed. Is that not enough to satisfy you?

Civil Government-Department of Railways and Canals-To provide for the salary of private secretary, \$1,200; to provide for the promotion to second division, subdivision B, and increase in salary to W. A. O'Leary at \$1,500 per annum, \$100; \$1,300.

Mr. COCHRANE. That is for a private secretary, \$1,200 for six months to the 1st October. The \$100 is an increase of salary for the secretary of the deputy minister. When his predecessor went out of office, he took his secretary with him, so the new deputy minister had to go into the department and get the best man he could at the salary and I am naming him and giving him the \$100 increase which could not be given under the law because of his being in the department.

Mr. GRAHAM. I wish to say a word about this private secretary business. I have disagreed with some people about that. Some legislation, I understand, is before the House or has been put through on this subject. What I want to say is this: I think that nobody but the minister himself ought to have anything to say as to who shall be his private secretary. The minis-ter's private secretary bears the most con-fidential relations to his chief; and I do not think it is fair to let any person else interpose his judgment as to who shall be the confidential man of the minister. Some little difficulty has arisen, I think, in the working of the Civil Service Act concerning that. I do not know what the legislation of this session is; but I strongly approve of this stand: That the minister—

cause we do not want to raise difficulties between one department and another; though there are great differences in the work of the private secretary in one department and another—ought to be able to go anywhere he pleases and select any person he likes, no matter what his age may be or anything else, for his private secretary. And no other man ought to have any more to say about than that he has to say to a man about selecting his own wife.

Mr. COCHRANE. I thoroughly agree with you.

Mr. GRAHAM. I hope the difficulty is being remedied in some way. If I were minister I would insist in changing whatever laws had to be changed in order to carry out that idea.

The hon. gentleman Mr. COCHRANE. is quite right. And I think that the Act put through the House is on the lines he has indicated.

Railways and Canals-chargeable to capital -Railways-Intercolonial railway-to increase accommodation and facilities along the line-further amount required, \$5,330.

Mr. COCHRANE. This is for an icehouse at Ste. Flavie, one at Lévis, and so on.

Mr. GRAHAM. To complete the work of the present year, I understand?

Mr. COCHRANE. Yes, year ending 31st March.

Mr. GRAHAM. The money is expended anyway. Carried.

Railways and Canals-collection of revenue -Railways - Intercolonial railway - further amount required, \$500,000.

Mr. COCHRANE. This is the additional amount required for working expense of the year; the estimate was \$9,500,000, but it is going to take \$10,000,000.

Mr. GRAHAM. Ten millions is what you are asking for next year?

Mr. COCHRANE. Yes.

Mr. GRAHAM. As I understand it, a large proportion of this amount was for increased wages?

Mr. COCHRANE. Yes-\$460,000.

Mr. SINCLAIR. When was that increase of wages made?

Mr. COCHRANE. About last August.

Mr. GRAHAM. We met practically all the brotherhoods and came to an arrange ment.

Mr. McKENZIE. Perhaps the minister

employees last year and the management regarding what are known as 'market tickets,' given to the families of employees at different points. I have had letters from parties who had this privilege last year, but who are not enjoying it this year, and want to know why. I understand that when the arrangement was made with the employees for this increase, a certain amount of money was kept from them and this advantage given them instead.

Mr. STANFIELD. I had the same com-plaint to make of the Railway Depart-ment. I found that the trouble was that, through some misunderstanding, the trackmaster's department did not send in proper recommendations. But the matter has since been fixed up.

Mr. GRAHAM. I wish to ask a question concerning an item which was passed some time ago. As to the Quebec bridge, there was some suggestion that the shops would not be built in Montreal, but somewhere else. This was some months ago.

Mr. COCHRANE. The hon. gentleman means shops for the construction of the bridge? There has been no change; they selected the site themselves.

Mr. GRAHAM. with the shops? How far are they on

Mr. COCHRANE. They have the material pretty well assembled and the shops fairly well started.

Mr. GRAHAM. But there was a rumour as to their being built somewhere else.

Mr. COCHRANE. Nothing in it.

Mr. GRAHAM. I suppose they will preceed as fast as possible?

Mr. COCHRANE. Yes, and assemble the material for the bridge itself.

Amount to pay honoraria to officials in connection with the International Congressconnection with the International Congress-on Pelagic Sealing held at Washington, D.C., in May 1911:—Sir Joseph Pope, under Secre-tary of State for external affairs, \$2,000; James M. Macoun, assistant naturalist and botanist of the Geological Branch of the Department of Mines, \$500; W. A. Found, superintendent of Fisheries, \$500; F. N. Baker, Secretary to Sir Joseph Pope, \$250, total \$3,250.

Mr. BORDEN. Hon gentlemen will remember that a very important conference was held at Washington last year resulting in the pelagic sealing treaty, under which the sum of \$200,000 was to be paid by the United States as compensation to Canadian sealing vessels which were debarred from fishing in the Behring seas for a certain number of years. The late administration had very appreciative letters from the British Ambassador at Washington regardcould tell me something about an arrange- ing the services rendered by Sir Joseph ment which was entered into between the Pope and the other Canadian officials

at that conference. I understand it was the intention of the late administration to make these allowances.

Mr. GRAHAM. They are all right any way.

Mr. McKENZIE. How is this sum to be divided?

Mr. BORDEN. The sum of \$200,000 to be paid by the United States government has not yet been received. We expect it will be received in the early future. It will then be necessary for the government to have some inquiry into the claims of owners of Canadian sealing vessels, which are to be filed. This money is to be paid by the United States as compensation. I am informed that the claims to be filed by Canadian sealing vessels are likely to be much in excess of that amount, and it will be necessary to make some investigation of those claims to see which are legitimate.

Mr. SINCLAIR. And if the claims amount to a great deal more than the \$200,-000 are the claimants to accept a compromise?

Mr. BORDEN. The Minister of Marine and Fisheries could answer that question better than I can. All J intend to say is that whatever claims are filed will, of course be subject to consideration, and if necessary, to an inquiry, in order to see that they are well founded.

Grant to La Societe National Gymnastique towards expenses of the Canadian gymnasts at the International meeting at Nancy France, in 1911, \$3,000.

Mr. BORDEN. In the early part of the session the hon. member for Rouville (Mr. Lemieux) asked that this sum be granted. If I remember rightly, he was authorized under the late administration to tell the young men who were proposing to enter into competition at the international meeting at Nancy that this amount would be provided. Acting on the faith of that promise—speaking entirely from recollection —they put a note in the bank and raised the money. The appropriation was not put through; indeed I do not think it was brought down, and it was considered that under the circumstances it was a fair thing tc do.

Retiring allowance to Staff Sergeant James Codd, member of the non-commissioned staff of His Royal Highness the Governor General, \$1,000.

Mr. BORDEN. Staff Sergeant James Codd has been very long in the service of the government. He is retiring from the service, and the proper officer of the Governor General's household suggested this as a reasonable retiring allowance under the circumstances.

Mr. BORDEN.

Excise-Salaries of officers and inspectors of excise, &c., to provide for increase depending on results of excise examinations, \$508,-000.

Mr. CARVELL. What is the explanation of this large increase of \$31,000?

Mr. NANTEL. The increase in the vote for salaries is \$31,000, and the vote is made of the regular annual increases as provided for by order in council aggregating \$17,105 increase, due to change in classification, not provided for in the estimates for 1911-12, and new appointments vice officials who have resigned or who have died.

Mr. CARVELL. Would the minister tell the committee whether there have been any additional officers appointed, and, if so, where?

Mr. NANTEL. I have a long list here. Does my hon. friend wish me to read it?

Mr. CARVELL. I am particularly interested to know whether you have an extra official in the town of Woodstock, N.B.?

Mr. NANTEL. No, we have not filled that position yet.

Mr. CARVELL. I am rather surprised at what the minister says, because I have to state that the position has been filled by a gentleman by the name of Clarke, a very estimable gentleman with whom I have no fault to find whatever.

Mr. NANTEL. Mr. Dibblee died, and the position has not yet been filled.

Mr. CARVELL. Has not a man by the name of Clarke been appointed in the Inland Revenue there?

Mr. NANTEL. Mr. Clarke is a preventive officer and he has been appointed temporarily.

Mr. CARVELL. What is the nature of his duty?

Mr. NANTEL. His duty is to suppress illicit stills and illicit trade.

Mr. CARVELL. Has the minister ever heard of an illicit still in the town of Woodstock for the last ten years?

Mr. NANTEL. This officer has been appointed to replace another one by the name of Bowen appointed by the late administration.

Mr. CARVELL. Mr. Bowen lives thirtyfive miles away from there.

Mr. BORDEN. Were there any stills heard of in his vicinity?

Mr. CARVELL. I cannot say about that. I do not live in his vicinity; I live in the city of Woodstock. Now the facts are these, and I think I might as well tell my hon. friend because he must acknowledge the corn. Mr. Dibblee was appointed collector of Inland Revenue very shortly after confederation, and he performed the duties of the office to the satisfaction of everybody. He remained there under every government that has existed since con-At that time there were a federation. number of bonded warehouses at which they collected the duties on liquor and tobac-That condition of affairs changed COS. five or six years ago; the bonded ware-houses were eliminated. The last one ceased to exist five or six years ago. Up to three or four years ago large amounts of duty were paid on tobacco, brought there in bond. That ceased and for two or three years, before the retirement of Mr. Dibblee, the late collector, there was nothing to do, there were no bonded warehouses and the department had decided to dismiss Mr. Dibblee from the position because there was nothing to do. I felt it was a hardship that a gentleman, seventy-five or seventy-six years of age, and who had ren-dered service for a very small salary practically all his lifetime, should be dismissed from his office.

# Mr. NANTEL. He died.

Mr. CARVELL. Hold on; I am telling my hon. friend what took place. Therefore, I went to the late minister and his deputy and discussed the matter with them very carefully, and it was decided that in consideration of his long service, his ad-vanced age, and the fact that he could not last very long, the position would be re-tained during his lifetime, with the dis-tinct understanding that on his demise no successor should be appointed. Mr. Dibblee died last May or June, and, act-ing on the agreement which I had made with the department and against the solicitations of a few friends who thought they were eminently qualified for the position. we refused to make an appointment, and no appointment was made. Now an appointment has been made in Woodstock of a man who does not live more than 200 yards from where Mr. Dibblee lived. It is all very well for the minister to say that he takes the place of a man who was dismissed in another part of the province. There has been a man appointed in Woodstock, and it is a violation of the arrangement which was made. There is no more use for a collector of Inland Revenue, or by whatever name you call him, in Wood-stock than there is for-well, I shall not finish the sentence. There are no illicit stills, there never have been, and there is no possibility of one in the future. There is no revenue to collect and there will never be in the future, and unless it be to provide an office for a gentleman with whom

find anywhere. but a man who is now at least seventy-five years of age, I think, I cannot see any justification for this appointment. The purpose simply appears to be to create an office for a political friend of the hon. gentleman at the expense of the country when the office is not necessary. I am not finding fault with dismissals at the present time, but I am finding fault with appointments when they are not necessary. This man has not been appointed to take the place of another man, but he has been appointed to fill the place of Mr. Dibblee. Am I right in my statement of the facts to the minister?

Mr. NANTEL. Mr. Dibblee has never been replaced, and Mr. Clarke has been appointed instead of Mr. Bowen as a preventive officer at a salary of \$300 a year. As he is a preventive officer his duty is to prevent fraud and to suppress illicit stills. Perhaps he will not be called upon to act but, at all events, that is what he has been appointed for.

Mr. CARVELL. Then, as I understand it, he has no duties to perform except to see there are no illicit stills around that part of the province?

Mr. NANTEL. That is right.

Mr. MARCILE (Bagot). I would like to know why Mr. A. A. Fournier who resigned as inspector of weights and measures a few years ago was renominated last fall for the district of St. Hyacinthe.

Mr. NANTEL (Translation). He has sent in his resignaton. They say that he was well qualified.

Mr. MARCILE (Translation). If they wanted the services of a competent inspector for the district of St. Hyacinthe, why did he send in his resignation a few years ago?

Mr. NANTEL (Translation). He sent in his resignation, at that time because he refused to go to Montreal where his services were required. He very likely changed his mind, since he has accepted

Mr. MARCILE (Translation). Is it not true that Mr. Fournier, instead of working at St. Hyacinthe, worked in the district of Sherbrooke?

Mr. NANTEL (Translation). Sherbrooke is included in the district of St. Hyacinthe for revenue purposes.

stock than there is for-well, I shall not finish the sentence. There are no illicit stills, there never have been, and there is no possibility of one in the future. There is no revenue to collect and there will never be in the future, and unless it be to proto reward him for his devoting himself to vide an office for a gentleman with whom I have not the least fault to find in the world, as fine a gentleman as you could last election. I have no doubt but that he has been recommended by my opponent. There was no other consideraton, the more so as there was no need of a deputy-collector at St. Hyacinthe, as even now, there is absolutely nothing at all for him to do in that district. The other employees are allowed to remain idle, in order that Mr. Fournier may have something to do.

As I said, there was no need of a deputycollector and Mr. Fournier was appointed, not because he was competent but they wanted to reward his political work in the district of St. Hyacinthe.

Mr. GAUVREAU (Translation). I should like to know from the minister whether an investigation took place in the case of Mr. Poirier, a notary public, of Victoriaville.

Mr. NANTEL (Translation). There was an investigation in the case of the collector, Mr. Poirier. The investigation was conducted by Mr. Napoléon Garceau, of Drummondville. No action was taken in that case.

Mr. GAUVREAU (Translation). It is not true that the hon. minister had to order a second investigation to be made?

Mr. NANTEL (Translation). I must tell my hon. friend that he is ill-informed. The report was only received a few days ago and we have as yet taken no action on it.

Mr. GAUVREAU (Translation) Did the hon. minister recently receive the visit of Mr. Auguste Quesnel of Arthabaska, accompanied by the now famous Mr. Gilbert, bringing a petition covered with names, asking that Poirier be not dismissed?

Mr. NANTEL (Translation). I did not meet these gentlemen. They did not even call at my office.

Mr. GAUVREAU (Translation). Would the hon. minister kindly tell me whether he has received a petiton signed by several persons asking that Poirier be maintained in his position, notwithstanding the commissioner's report?

Mr. NANTEL (Translation). That petition did not come before me. I know not whether such a petition has been filed in my office. I have not read the report yet.

Mr. GAUVREAU (Translation). I should like the minister to tell me whether Mr. Garceau who has been appointed commissioner is the same man who has just sent a letter to the 'Gazette d'Athabaska', in which he says:

Yes, on the 8th instant, I sent in my resignation to Ottawa as commissioner 'executioner,' to borrow that nice expression of yours,—in order that I might pronounce to the best of my knowledge and conscience upon the important questions which are being thrashed out at Ottawa. I did so even before

Mr. MARCILE.

rendering my final judgment, in order that nothing should affect my decision.

Did Mr. Garceau send his report to the department, without giving his findings as he says in his letter, in order not to keep his judgment free from any bias against the present government?

Mr. NANTEL (Translation). I have just stated that I had not read the report yet. As a matter of fact, I could not say whether or not there are any findings in that report.

Mr. GAUVREAU (Translation). I would like the minister to tell me whether he has taken cognizance of Mr. Garceau's report, since he has sent in his resignation. That gentleman was paid fifteen dollars a day as commissioner, besides his travelling expenses. Is the hon, minister willing to say whether he is going to throw that report into the waste-paper basket, or stand by the findings of the report; in short, what he is going to do?

Mr. NANTEL ((Translation). I intend to take communication of the report and then to take such action as I may judge) expedient.

Mr. GAUVREAU (Translation). Has the hon. minister ordered so many investigations to be held that he has not yet had time to read the reports forwarded to him?

Mr. NANTEL (Translation). That is the only report sent me by Mr. Garceau.

Mr. DEMERS (Translation). Does the hon. minister know that Mr. Garceau has sent in his resignation as commissioner?

Mr. NANTEL (Translation). Mr. Garceau has written a letter in which he says that he has resigned.

Mr. DEMERS (Translation). Does he give the reason why he has resigned?

Mr. NANTEL (Translation). No, I do not think he gives any special reason. He has sent a letter in which he says that he has resigned as commissioner.

Mr. DEMERS (Translation). Did Mr. Garceau address his letter to the department or to the minister?

, Mr. NANTEL (Translation). I think the letter was adderessed to me personally or in my capacity of minister of the Crown.

Mr. DEMERS (Translation). There is no reason alleged by him?

Mr. NANTEL (Translation). I do not think he has given any reason.

Mr. CHISHOLM (Inverness). I have been informed of the dismissal of an official, Mr. McIsaac, a preventive officer at Port Hood in my constituency.

Mr. NANTEL. There has been no such dismissal in our department.

Mr. CHISHOLM (Inverness). Is there such an official in the department.

Mr. NANTEL. I am informed there is no such name in our department.

Has the minister con-Mr. TOBIN. sidered the dismissal of Mr. Desmarais, assistant inspector of weights and measures for the district of St. Hyacinthe? Mr. Desmarais received the following letter from the department:

Ottawa January 18, 1912.

A. Desmarais, Esq., Temporary Assistant Inspector of Weights and Measures.

Bromptonville, Que. Dear Sir,-I am directed by the honour-able the Minister of Inland Revenue to advise you that a charge has been brought against you of having, during the last federal elec-

tion, acted as a political partian. You are, therefore, in consequence of this charge called upon to tender your resignation or show cause why your services should not be dispensed with.

I remain, Sir, Your obedient servant, W. J. GERALD, Deputy Minis Deputy Minister.

I understand that Mr. Desmarais replied to that letter that he had not taken any part in the last election. I do not claim that he is not a Liberal, I do not know how he voted in the last election, but there have been certain parties in that district who have been writing to the minister, and I believe one person, a Mr. Lemire, who has some influence in this House, has been trying to have Mr. Desmarais dismissed. Although Mr. Desmarais received that letter in January last he does not yet know whether he is to be continued in that posi-tion. He is a married man, the father of seven children, and I believe has done his work to the satisfaction of the department. So I would ask the minister what decision he has come to. I heard that a Mr. Garceau had been appointed to investigate his case but had resigned on account of certain differences with the government on this question of the annexation of the Keewatin district to Manitoba. I would like to know if the minister intends to hold an investigation in this case and if he is going to keep Mr." Desmarais in the service.

Mr. NANTEL. A charge has been made against Mr. Desmarais by the Conserva-tive candidate, Mr. D. Hayes, and acting upon that charge we gave Mr. Desmarais the notice that has been read. Since then Mr. Desmarais has left for Montreal and I have not heard of him since. We have been informed that he is working for a firm in Montreal and we have made no inquiry and decided on no dismissal.

Mr. TOBIN. I think the information of the minister is incorrect. Mr. Desmarais is still living in Bromptonville seeing if he could secure another position. Having a large family he has probably been to Montreal in search of work, as he has a number of relations living in that city. Has the minister received any applications from any persons for that position, especially from a Mr. Lemire, of Windsor Mills?

Mr. NANTEL. I have been informed by the inspector at St. Hyacinthe that since December last Mr. Desmarais has done no work for us and is in Montreal working for some concern. I am not aware that we have received any application for Mr. Desmarais' position.

Mr. TOBIN. Did not the minister receive from certain members of this House recommendations of Mr Lemire for that position ?

Mr. NANTEL. I am not aware of any.

Mr. TOBIN. I wish the minister would look that up, because certain members have told me that they had forwarded such applications with recommendations to the minister.

Mr. NANTEL. I am not aware of any letter of that kind. If I can find any I shall communicate it to my hon. friend.

Mr. TOBIN. I understood the minister to say that he had information from the chief inspector of St. Hyacinthe that Mr. Desmarais had not done any work since last December.

I suppose he is aware that these inspectors do not go out inspecting weights and measures during the winter months, but they receive their salary just the same. I believe that Mr. Desmarais has been assistant inspector in Sherbrooke, as there is a scale factory there of the Fairbanks Scale Company, and he has been called on quite often to assist the inspector. With regard to Mr. Desmarais being employed in Montreal, I can assure the minister that he has no engagement with any firm there, but he is there once in a while visiting friends and trying to secure a position in case his head is cut off by this government.

Mr. NANTEL. Mr. Desmarais has left his post without authority from his chief and has been in Montreal since.

Mr. TOBIN. Is he dismissed at the present time?

Mr. NANTEL. No, he is not dismissed. Probably he will be if he stays in Montreal.

Mr. TOBIN. I suppose the minister would not dismiss Mr. Desmarais without an investigation, or without doing as he has done in other cases, giving him a few months' notice. Would he do that?

Mr. NANTEL. We will decide his case on our best judgment in a way that will be fair to him, as he has been to the department, I suppose.

Mr. CHISHOLM (Antigonish). Will the minister kindly state what is to be his policy regarding dismissals? Is it to grant an investigation when a charge of offensive partisanship is made?

Mr. NANTEL (Translation). Each case will be decided on its own merits and we will try to be fair to our employees.

Mr. TOBIN. I would like to have an answer from the hon. minister as to whether he will show me the correspondence if I call at the department?

Mr. NANTEL. Certainly.

Mr. CHISHOLM (Antigonish). I ask the hon. minister, will he or will he not grant an investigation when a charge of offensive partisanship is preferred against a preventive officer?

Mr. NANTEL. If a member states that he is aware, of his own personal knowledge, that an officer has been guilty of offensive partisanship, we shall probably decide to dismiss him without further investigation.

Mr. CHISHOLM (Antigonish). That is quite fair and satisfactory as far as it goes; but where the sitting member does not make the charge, will he grant an investigation?

Mr. NANTEL. If there is no charge there will be no investigation.

Mr.-CHISHOLM (Antigonish). I did not put it that way. Where the charge is made by a defeated candidate or by somebody else who has the patronage of the county, will he grant an investigation, or will he take the word of that person who is not the member??

Mr. NANTEL. Each case will be decided on its own merits.

Mr. CHISHOLM (Antigonish). I know that each case will be decided on its own merits, but what I want to find out is how you are going to ascertain the merits. Where the charge is made, not by the sitting member, but by somebody else who has the patronage of the county, will you accept the statement of that person or grant an investigation?

Mr. NANTEL

will act on it. If it is by the defeated candidate, who gives sufficient facts and proofs, affidavits, and so forth, to convince me that there is reason to act and dismiss, I will dismiss; and each case will be decided upon its merits.

Mr. CHISHOLM (Antigonish). That seems very fair. As I understand the minister, if the defeated candidate makes the charge, and there are affidavits in support of the charge, he will dismiss; but does he not think it would be fair to give the officer charged an opportunity to meet those affi-davits? The hon. minister grants that the statement of the defeated candidate is not sufficient unless it is supported by an affi-davit. Will he give the officer an opportunity to meet such an affidavit if he writes stating that he is prepared to make an affidavit that the information is not correct?

Mr. NANTEL. It will depend on the circumstances of each case.

Mr. SINCLAIR. I would like to call the attention of the minister to the form of this letter:

I am directed by the hon. Minister of Inland Revenue to advise you that a charge has been brought against you of having, during the last general election, acted as a political partisan. You are, therefore, in consequence of this charge, called upon to tender your resignation.

That is an extraordinary way to write an officer. The very fact that some person has made a charge against him is a sufficient reason for the minister calling upon him to tender his resignation?

Mr. NANTEL. Have you read all the letter?

Mr. SINCLAIR (reading):

-to tender your resignation or show cause why your services should not be dispensed with.

Some hon. MEMBERS. Hear, hear.

Mr. SINCLAIR. The officer is called upon to answer a charge that he does not know anything about; he is called upon to prove a negative. He is not told the name of the man who makes the charge; he is not given the particulars of the charge.

Mr. NANTEL. On such a notice some have admitted the fact and have resigned.

Mr. SINCLAIR. There are no facts stated in this letter. You are asking a man for his resignation and to show cause why he should not be dismissed, and you are not showing any cause why he should be dismissed.

Mr. NANTEL. If the charge is by the member, on his personal knowldege, we

is not alone in the department of my hon. friend that doings of this kind are occurring. Men in my constituency employed by the Department of Marine and Fisheries, have been dismissed without any investigation, they simply received a note telling them that their services were dispensed with, men against whom there was no possible cause of complaint as far as I can learn. At Charlos Cove, in the county of Guysborough, Mr. Stephen Richards was summarily dismissed and another man put in his place. When I brought the matter to the attention of the department it was said that there would be an investigation, but none has yet been held, and in the meantime this man is out of office, and another man holding his job. In the Post Office Department also dismissals have taken place without any investigation be-ing granted. We have been told by the Ing granted. We have been told by the Minister of Customs that his policy would be in all cases, especially when complaint was made by a defeated candidate to grant an investigation. Now, if the officer is to hold the position at all surely he ought to have fair-play, and I assume that the Prime Minis-ter would be willing the grant fair ter would be willing to grant fairplay to officers in any department of the government. Now, it is certainly not fair-play to treat an officer in this way. The letter that has been addresed to Mr. Desmarais is another case in point.

Mr. NANTEL. Has he been dismissed?

Mr. SINCLAIR. He is described in the letter which was sent to him as temporary assistant inspector of weights and measures, Bromptonville, Que.

Mr. NANTEL. He has not been dismissed.

Mr. SINCLAIR. I presume he was in the service at the time this letter was written, January 16, 1912. What I want to direct the Prime Minister's attention to is, that letters of that description are coming from various departments in the government in which men are called upon to resign, or called upon to show that they have done nothing to warrant dismissal.

Mr. TOBIN. When Mr. Desmarais received the letter in question he forwarded it to me, and I called upon the minister in reference to it. He received me very politely, and endeavoured to find out what the nature of the complaint was but the minister did not seem to want to give me any information. Since then Mr. Desma-rais who is not 40 years of age with a large family, not a wealthy man by any means, does not know from one day to another whether he is going to be dismissed or not. The deputy minister knows Mr. Desmarais and considers him a good officer. He has admitted that to me in

year to try and get an increase of salary for this officer. The deputy minister re-commended that increase and he was pleased to do so, I must say that to his credit. He stated that Mr. Desmarais was a good officer and did his work to the satisfaction of the department. If the minister sees fit to continue Mr. Desmarais who is such a good officer in his position, I am sure that having such a large surplus this year he will increase his salary, in common with that of other officers in his department.

Mr. LAPOINTE (Kamouraska) (Translation). Can the hon. minister tell the House if he has appointed Mr. Pantaleon Courcy preventive officer at St. Pacome de Kamouraska and, if so, at what date?

Mr. NANTEL. (Translation.) There is a question on the order paper to that effect and I will give the answer when it comes.

Mr. LAPOINTE. (Translation.) I am asking just now for other information than the one I gave notice of, and I have a right to get them.

Mr. NANTEL. (Translation.) The hon. member will get them.

Mr. LAPOINTE (Translation.) What is Mr. Courcy's salary?

Mr. NANTEL. (Translation.) \$300 a vear.

Mr. LAPOINTE. (Translation.) When has he been appointed? -

Mr. NANTEL. (Translation.) On the 5th March inst.

Mr. LAPOINTE. (Translation.) Can the hon. minister tell the House what are the duties assigned to Mr. Courcy?

Mr. NANTEL. (Translation.)) He is patrolling the region and looking for illicit stills; it is his business to protect the revenues against frauds to the detriment of the department. He has charge of the application of the law concerning falsification of food products. It is his business to get samples and send them here for analysis.

Mrê LAPOINTE. (Translation.) Who recommended his appointment?

Mr. NANTEL. (Translation.) Speaking from memory, I cannot say just now, but I will be in a position to give information later, if it is wanted.

Mr. LAPOINTE (Translation.) Now. Mr. Chairman, I can see that the hon. minister is not familiar with the facts and circumstances of the case. I can tell him, in the first place, that there was absolutely no necessity of having a preventive officer at St. Pacome; if one was wanted Mr. Courcy would certainly not be qualified for the position. He may be a jolly good felconversation when I called upon him last low and a good man at his trade, as a shoemaker, but I say positively that he has none of the qualifications required to act as preventive officer.

His only qualification is that of having always been a good Tory canvasser in the parish of St. Pacome. He knows absolutely nothing of the business of the department and of the work entrusted to him. I am positve that he will have absolutely nothing to do, with the exception of getting his salary as a Tory canvasser in the county. I protest against such an appointment.

Mr. NANTEL. (Translation.) Was not Mr. Lizotte himself a preventive officer, from the 1st of November, 1898; was he not discharging the same duties, with a salary of \$300 per annum, without having sent a single report during all the time he was in the employ of the department?

Mr. LAPOINTE. (Translation.) I can say, in the first place, that Mr. Lizotte was appointed without my knowledge, before I was returned as member for Kamouraska. The fact that he has never sent a report, as we have just been told by the minister, is the proof that he had nothing to do and, therefore, I cannot see why another man has been appointed to succeed him. But since the minister informs me that it was Lizotte before Courcy, I would like to know if Lizotte tendered his resignation, or if he was dismissed, and what circumstances have justified this change of officer at that point.

Mr. NANTEL. (Translation.) He has been dismissed because he did not work and did not even send a report.

Mr. LAPOINTE. (Translation.) Have you made an inquiry?

Mr. NANTEL. (Translation.) No, it was because he made no report. He did not even send anything to show that he was doing nothing.

Mr. LAPOINTE. (Translation.) And the hon. minister hastened to appoint another one who would continue doing nothing?

Mr. NANTEL. (Translation.) No. We hope that this one will be doing something.

Mr. LAPOINTE. (Translation.) What is the area of the territory under his jurisdiction?

Mr. SEVIGNY. (Translation.) The whole district.

Mr. LAPOINE. (Translation.) The hon. member for Dorchester seems to know more about that territory than does the hon. minister. In fine, Mr. Chairman, I believe we have the minister's implicit admission to the effect that they merely desired to find a salary for a Conservative organizer of the county of Kamouraska by means of an employment which is useless, according to the minister's own admission,

Mr. LAPOINTE.

he having told us that this man's predecessor had nothing to do and that this was the reason why he appointed another man in his place.

Mr. LEMIEUX. (Translation.) I would like the minister to tell me if J. F. Therien, of Nicolet, has been dismissed, for what reason and at whose request?

Mr. NANTEL. (Translation.) J. F. Thérien has been dismissed on the 6th of February, 1912, being accused of active partisanship.

Mr. LEMIEUX. (Translation.) \*At whose request.

Mr. NANTEL (Translation.) At the request of the member, Mr. Lamarche.

Mr. LEMIEUX. (Translation.) Then Mr. Lamarche has the patronage for the county?

Mr. NANTEL. (Translation.) Yes. He stated that this gentleman was an outrageous partisan, and that he was insulted by him during his meetings.

Mr. LEMIEUX. (Translation.) Who took his place?

Mr. NANTEL. (Translation.) One Mr. Fortunat Boisvert.

Mr. LEMIEUX. (Translation.) Of what locality?

Mr. NANTEL. (Translation.) Of the same locality, I believe.

Mr. LEMIEUX. (Translation.) Is Mr. Lamrache going to retain the patronage as far as the county of Nicolet is concerned?

Mr. NANTEL. (Translation.) Yes, and I fail to see why not. He did not have any occasion to ask for it, but I intend to let him retain it.

Mr. DEMERS. (Translation.) Would the hon. minister tell the House if there are several of the revenue officers in the same case as the Saint-Pacôme officer, receiving \$300 a year to do no work?

Mr. NANTEL. (Translation.) There is a long list of preventive officers receiving salaries which vary from \$200, \$300 to \$400 a year, according to the area of the district. They report to the department and render some services. They are bound to watch the products that may have been sophisticated, and in that capacity they take samples which are submitted to our analysis.

Mr. DEMERS. (Translation.) Are there many at \$300?

Mr. NANTEL. (Translation.) A few.

Mr. DEMERS. (Translation.) Do they make yearly or monthly reports?

Mr. NANTEL. (Translation.) They make reports from time to time, especially when they make seizures. Mr. DEMERS. (Translation.) Are they obliged to report monthly or yearly? If they are not bound to report, then Lizotte did not violate the rule of the department by making no report, since he had nothing to say.

Mr. NANTEL. (Translation.) I am informed that no annual reports are exacted. Mr. DEMERS. (Translation) Then

Mr. DEMERS. (Translation.) Then Lizotte was justified in making no report?

Mr. NANTEL. (Translation.) There are officers who do not take much trouble, and others who are more conscientious.

Mr. CARVELL. Does this item provide for additional officers, or only for increases in salary depending upon the results of the excise examination? It would seem to be quite an increase if it is only as a result of the examinations. And in that case does it include all officials or only those in large centres? And by what plan, if any, are these increases granted?

Mr. NANTEL. It applies to all the officials of the permanent staff of the department throughout the Dominion.

Mr. CARVELL. Is it not intended to provide for additional officials?

Mr. NANTEL. The same number as we have usually. The new appointments number about five or six a year.

Mr. McKENZIE. Has the minister provided for any increases in the outside service of the department?

Mr. NANTEL. They have their regular annual increases, varying from \$150 down, the rate being fixed by the Civil Service Act.

Mr. McKENZIE. To be specific, I would ask the minister if he is making an increase this year in the salary of his officer in the city of Sydney, Mr. Donald, I think the only officer he has there

Mr. NANTEL. There is no special increase for him. And no increase is fixed by the regulations for an official of his class.

Mr. McKENZIE. What is his salary?

Mr. NANTEL. It is \$900.

Mr. McKENZIE. Does not the hon. minister think that that is a very small salary for a man who gives all his time to the service of the department? Is that not a small salary for a man to support a family----

Mr. NANTEL. It is the salary we give to an official in his class.

Mr. McKENZIE. I would especially recommend to the minister that in a city like Sydney, where the cost of living is high, higher than it is in Ottawa, there should be an increase in the salary of such an officer. He should have no less than \$1, 200. The present salary is a very small one, considering that the minister takes the whole time of a very capable official. Mr. NANTEL. He collects only \$6,834.

Mr. McKENZIE. But his whole time is taken up; he cannot attend to anything else. I submit it to the minister that he should take this into consideration.

Mr. LALOR. What are his politics?

Mr. McKENZIE. He has no politics.

Mr. LAPOINTE. (Translation.) Can the hon. minister tell us whether there are other officers of his department in the county of Kamouraska?

Mr. NANTEL. (Translation.) I do not see any other.

Mr. BOIVIN. Has the minister in the employ of his department a man by the name of C. B. Vanantwerp, of Frelighsburg?

Mr. NANTEL. Yes.

Mr. BOIVIN. When was he appointed? What is his salary? What is the nature of his services, and who recommended the appointment?

Mr. NANTEL. I do not know who recommended him, but he receives a salary of \$600. He replaces a man who died.

Mr. BOIVIN. When was he appointed?

Mr. NANTEL. Two or three months ago.

Excise—Travelling expenses, rent, fuel. stationery, &c., \$100,000.

Mr. CARVELL. How does the minister account for so large an increase as \$8,000 in this item? I understood from the minister that there are no additional officials.

Mr. NANTEL. The expenditure for 1911 reached the sum of \$99,620, which will be considerably increased during the current fiscal year. It is expected that the revenue will be considerably increased, and in consequence we are obliged to increase the expenditure.

Stamps for imported and Canadian tobacco. \$93,000.

Mr. DEMERS. (Translation.) Is this amount used for printing stamps that are sold for tobacco?

Mr. NANTEL. (Translation.) No, these stamps are not sold; they are put on tobacco, and as consumption increases and stamps are more and more utilized, the revenue naturally becomes larger.

Mr. DEMERS. (Translation.) Are these stamps printed in English and French?

Mr. NANTEL. (Translation.) They are printed in English.

Mr. DEMERS. (Translation.) Is it the minister's interation to have them printed in English and French?

Mr. NANTEL. (Translation.) I have not considered the question so far.

Mr. DEMERS. (Translation.) Can the minister tell us what quantity of tobacco is imported in this country for manufacturing purposes? Mr. NATEL. (Translation.)

16,000,000 pounds.

Mr. DEMERS. (Translation.) Could he tell us what is the quantity of Canadian tobacco employed in manufacture?

Mr. NANTEL. (Translation.) I understand there is no distinction made as be-tween the two. That would be a rather hard task.

Mr. DEMERS. (Translation.) What is the whole quantity?

Mr. NANTEL. (Translation.) More than 18,000,000 pounds.

Mr. DEMERS. (Translation.) In reference to the printing of these revenue stamps, I understand that a contract has just been given by the government?

Mr. NANTEL. (Translation.) That contract is granted by the Minister of Finance.

Mr. DEMERS. (Translation.) If I am well informed, a contract has been given that would not have been executed yet. Would it not be the minister's intention to have those stamps printed in both English and French?

Mr. NANTEL. (Translation.) That is a suggestion: I shall take it into consideration.

Mr. BOYER. (Translation.) Do they bear any direction that may be of any use to the farmers?

Mr. NANTEL. (Translation.) They are stamps that have been used for a great number of years; there has been no change.

Mr. BOYER. (Translation.) They have no directions whatever?

Mr. NANTEL. (Translation.) Nothing new; these are the same forms which the late government has seen fit to maintain.

To pay collectors of customs for duty collected by them, \$10,000.

Mr. CARVELL. Will the minister tell us the number of customs officers who are also acting as collectors of inland rev-enue? It seems to me it would be advisable in many cases to dispense with the services of men such as I mentioned in Woodstock, and have these small amounts collected by the customs officials. As a matter of business, it would save a large amount of money. In large cities it is necessary to have these collectors, but I think I may say that nine-tenths of all this half million collected, was collected at the factories, practically, where the tobacco and liquors are manufactured.

Mr. NANTEL. There are many places where the amount collected is small where the work is done by the customs officers.

Mr. NANTEL

Weights and meausures-Salaries of officers, inspectors, and assistant inspectors of weights and measures, \$85,000.

Mr. CARVELL. Do you now exact any fees for the inspection of electric light meters, or is that done now entirely by the department? Has there been a large reduction in the fee?

Mr. NANTEL. There has been a great reduction in the fee.

Mr. CHISHOLM (Inverness). Has there been an officer appointed in the county of Inverness lately in the weights and measures department?

Mr. NANTEL. Mr. Campbell has been appointed temporarily to take the place of Mr. Lawrence, who is ill, and is not in a position to do any work.

Mr. CHISHOLM (Inverness). I knew he has not been very well, but I understood he was improving.

Mr. NANTEL. He has not been dismissed, but he is too sick to work.

Mr. CHISHOLM (Inverness). I have a great deal of sympathy with Mr. Lawrence, and I hope he will soon be able to resume his work. If he is not, I hope that some means will be found of making provision for him, by superannuation or otherwise. He has been a very good official, but un-fortunately his health has broken down lately, and he has nothing to support him the rest of his days.

Mr. NANTEL. There is no charge against him. He is sick, and we were obliged to send another man to do his work. Mr. Campbell is only a temporary appointment.

Mr. BORDEN. As I understand, the office will cease altogether when this Cape Breton division becomes part of the Pictou division. It is not intended to appoint any one in Mr. Lawrence's place when he ceases to hold that position.

Mr. P. J. A. CARDIN (Richelieu). (Translation). Can the hon. minister tell me who is the officer now in charge of the inspection of weights and measures in the county of Richelieu?

Mr. NANTEL. (Translation.) These are the names of the officers in the district of St. Hyacinthe which includes the county of Richelieu: J. B. Moran, at St. Hyacinthe, Thomlinson and Deserres. These are the officers in charge of the district of St. Hyacinthe.

Mr. BOYER. (Translation.) I understand that there are in the department a number of inspectors whose duty it is to test the electrical meters belonging to in-dividuals. I would like to kwnow whether the department when requested sends these

inspectors, on condition that they will be paid, or whether they are sent without costs to the companies or public?

Mr. NANTEL (Translation). Individu-als are required to pay a fee to the department which fee does not belong to the officers but to the Crown, for the officers have a regular salary.

Mr. BOYER (Translation). Supposing the case of a town like Rigaud, where there is an electric company which provides the consumers with meters; at a certain time a consumer wants to know whether the company's meter is correct and asks the department to send an inspector. In such a case, who is going to pay for the inspection? Is it the company or the consumer?

Mr. NANTEL (Translation). The department sends an officer who receives the regular fee. There are no other costs; the travelling expenses are provided for by the government.

Mr. LEMIEUX (Translation). Referring to this item for weights and measures, will the hon. minister continue the campaign inaugurated by the department some years ago in order to diffuse the science of the metric system? I remember that under the late administration his predecessors in the department had metric measures given to educational establishments so as to diffuse the knowledge of that system.

Mr. NANTEL (Translation). Yes, there is something for that purpose in that item.

Mr. LEMIEUX (Translation). Then, it is the intention of the minister to continue that propaganda?

Mr. NANTEL (Translation). Yes.

Mr. McKENZIE. I would like to ask the minister if he has inspectors for the examination of electric meters in Nova Scotia?

Mr. NANTEL. Yes.

Mr. McKENZIE. Can the minister tell me if his inspectors ever come to Cape Breton county?

Mr. NANTEL. That district is inspected from Halifax.

Mr. McKENZIE. I would like to tell the minister that he is not very busy at his work whoever he is; we never see him at all.

Mr. NANTEL. He is obliged to inspect these meters only every five years.

Mr. McKENZIE. Does the minister not think we should have an inspection oftener than that? There is a good deal of com-plaint that these meters are out of order, that they are not taking right, and that the people are paying too much money.

Mr. NANTEL. Whenever there is a spe-cial complaint the officer receives instructions to go and investigate it. 185

Mr. McKENZIE. You will find thousands of people who know nothing about that. They do not know where to go with their complaints. Can the minister tell me the name of the officer in Halifax?

Mr. NANTEL. John Toale.

Mr. CARVELL. If my hon. friend may complain about the inspector of Nova Scotia not coming around frequently enough I would say to him that if he were con-nected with an electric light company in New Brunswick I think he would find fault with the electric light inspector for coming around too often.

Mr. STANFIELD. We have kept the inspector busy in Truro for the last year or two.

Mr. CARVELL. Why is there such an enormous increase in this item for rent, fuel, travelling expenses, &c., of these in-spectors? It seems remarkable why it should jump from \$5,000 to \$33,000.

Mr. BORDEN. I think it must be a misprint.

Mr. NANTEL. Yes, it is a misprint.

Mr. BOIVIN. What is the correct amount if it is a misprint?

Mr. BORDEN. The \$28,000 should be in the first column; the increase is \$5,000.

Mr. McKENZIE. I am afraid that the minister thinks I am only fooling about this inspection business, but I am not talking to the minister for fun. I want to know if he has an inspector in Nova Scotia, because I want to make complaint for the three big towns of Sydney, North Sydney and Sydney Mines, which have been entirely neglected by this official.

Mr. BORDEN. I have not examined the law, but, as I understand from the officials of the department, the name of the inspector is John Toale and he resides in Halifax. Under the law he is obliged to make an inspection only once in five years. But we have the further provision that any person who makes a complaint and desires to have an inspection can have the inspector go and make an inspection at any time. It may be, however, as my hon. friend has said, that that provision is not generally known, but notwithstanding, that is the law, it must be known in some parts of the country at least. If anything can be done to make it more widely known, the minister will be very glad to do it.

Mr. CARVELL. Unless the people of Sydney are standing stock still in connection with electric lighting, the inspector cannot be doing his duty if he does not go there once or twice a year. While it is true that meters have to be inspected

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every five years, yet there must be new meters being purchased, and these new meters must be inspected before they can be properly placed in the service. I cannot understand why the inspector would not find it necessary to go to a place like Syd-ney once every two or three months.

Mr. BORDEN. It is possible he does go there.

Mr. NANTEL. We will take note of the complaint of the hon. member for North Cape Breton (Mr. McKenzie), make inquiry and give full attention to it.

Mr. CARROLL. I really think some-thing should be done to amend the law to make the visit of the inspectors more frequent than five years. We have the elec-tric lighting system in Glace Bay operated by the town, and we find that the meters go out of kilter about every year. I must plead ignorance with regard to the inspector, but I think the time should be made shorter.

Mr. McKENZIE. If he is to be of any service at all he should come oftener than once every five years.

Some resolutions reported.

## FIRST READINGS.

Bill (No. 174) for the relief of Keitha

Seeley.—Mr. Blain. Bill (No. 175) for the relief of David George Davidson .- Mr. Blain.

Bill (No. 176) to consolidate and amend the Acts relating to the Dominion-Gresham

Casualty Company.—Mr. Blain. Bill (No. 177) to incorporate Capital Trust Corporation, Limited.—Mr. Tobin.

# ADJOURNMENT-BUSINESS OF THE HOUSE.

Mr. BORDEN moved the adjournment of the House. He said: In moving that the House do now adjourn I would like to correct an impression that seems to prevail amongst some of the members as to the House sitting on Saturday next. The House will not sit on Saturday next. It was moved in the first instance to take Saturday but on account of convenience in certain respects it was decided to amend the motion by omitting that, so that there will be no sitting on Saturday without a further motion being presented to the House for that purpose. To-morrow we will take such Bills on the order paper as are ready and then proceed with estimates beginning with those of the Minister of Trade and Commerce (Mr. Foster).

Motion agreed to, and the House adjourned at 1.07 a.m. Friday.

Mr. CARVELL.

# HOUSE OF COMMONS.

# FRIDAY, March 22, 1912.

The SPEAKER took the Chair at Eleven o'clock.

## PUBLIC ACCOUNTS COMMITTEE.

Mr. MIDDLEBRO presented the second report of the Select Standing Committee of Public Accounts, and moved that the report be adopted.

Mr. CARVELL. I wish to protest against the adoption of this report, and perhaps I had better state in a few words what has led up to this report. Yesterday afternoon we received a notice that there would be a meeting of the Public Accounts Committee at 10.15 this morning. A few members were present, there was not a quorum, and the Conservative whip came to me and asked if I would consent to call it a quorum, as they only wanted to move for some papers. I said certainly, and the chairman saw a quorum and we did business. They wanted to examine some witnesses on some accounts regarding the Diamend Light and Heating Company. I was willing that they should examine two witnesses, in fact I think I acted as seconder of the motion. After that was passed, a motion was pre-sented that the Auditor General's Report for the last five years be presented to the committee. Now, I can only tell hon. gentlemen that if they expect to get pro-rogation before Easter they are taking a very undiplomatic manner of getting it. I pointed out to the chairman, who seems to take charge of the discussions in the Public Accounts Committee that we had only had half a dozen meetings this year, and that when this committee had done nothing during the whole session—there has not been a meeting of the Public Accounts Committee I think for a month, at least for three or four weeks-now, at the very end of the session, attempt is being made to bring on an investigation going back five or six years. I do not know what there is behind it. I only know that there were five different accounts called for this morning aggregating \$110,000, and I presume accounts for the same amount for the past five or six years. At this late date an attempt is being made to investigate an account of that magnitude, and when an attempt is made to discuss the matter the chairman, who takes charge of the discussion in that committee, tells me: Oh, well, you need not find any fault. If you can't get through with it, why you are a good enough lawyer to know that you will have five or six months in order to prepare your case and your defence. I think that is pretty small business to come from a man who is big enough to be chairman of a committee of this House. I suppose 5833

there is not a member on this side of the House who does not know what he is after. I always admire a fair fighter, but I do not admire a man who fights in that way, nor a party either; a man who tells me: We want to bring up an ex parte case, we want to get all the evidence we can in order to put these people in a bad hole, and then we will send that out to the country for with your defence. Do hon. gentlemen call that fair fighting? Now I will vote against this motion, and I want to point out to the right hon. leader of the House, who I don't believe is privy to these discussions, that if he proposes to have prorogation before Easter there must be given to inves-tigate, not only the prosecution of this case but the defence as well. I think there are enough members on this side of the House to see that parliament stays here until we have that opportunity. If hon. gentlemen opposite decide to go on with this case they might just as well sit down and think when they are going to get home, because they won't get home until this matter is thoroughly investigated.

Mr. BORDEN. My hon. friend is taking a very remarkable way of expressing himself on this occasion. I know nothing about this matter. But I want to tell my hon. friend that when he holds out threats of delaying prorogation, he is taking the wrong course. We are prepared to stay here as long as necessary for the transaction of the public business of this country, and we do not propose to be deterred from doing anything that is just and reasonable, and fair, by any threats from hon. gentlemen on the other side as to delaying prorogation. The matter is one that is entirely new to me. I want to tell my hon. friend that the course he has adopted this morning is one that does not seem to be very suitable under the circumstances. It was perfectly proper for him to make a representation on this subject; but when he makes threats as to what he will do if this course or that course is not adopted, he is taking a stand that will not commend itself to us on this side of the House, and which I do not think will receive much consideration, whether we get away before Easter or nct.

Mr. MIDDLEBRO. I have in my hand a copy of the Montreal 'Star' of the 16th inst., and it was because I had read this article on the Montreal 'Star,' and because the matter had been brought to my attention by one of the members from Montreal, that I have taken the course I did. The Montreal 'Star,' which I have under my hand, says that in a court of justice in Montreal a week ago, a man who occupied Light and Heating Company of Montreal. the position as president of the Diamond The Public Accounts Committee organized 1853

and who had subsequently been removed by his directors, swore in court that the total business of that company last year was \$109,000 and that only \$3,000 of that business done outside of its business was done with this government. He also swore. that in order to get the \$109,000 of business from this parliament of Canada, he had topay \$41,000 to agents to secure that business. That is sworn to in open court, but herefused to swear to whom he paid that. money for the purpose of getting those contracts. I take it upon myself as chairman of the Public Accounts Committee to say that this country cannot stand under that imputation for one minute, after it has received the intimation that parliaments was conducting its business in such a manner that it was necessary to pay out \$41,000 in order that this company might secure contracts with the government to the extent of \$109,000. That is the reason why I started this investigation, and with all deference to my hon. friend from Carleton. N.B. (Mr. Carvell), I think I am perfectly justified in the course I am taking. We met in the usual way in the Public Accounts Committee this morning. It is quite true, there were not many gentlemen there, but we all know there are not many gentlemen attending committees now, because thereare so many committees meeting, and because the House meets at 11 o'clock. But we recognized a quorum in the usual way. The first objection my hon. friend made to me was this: That I, as a lawyer, knew that it was not fair to him to start this investigation in this way and not perhaps beable to finish it. I told him that if I were a lawyer and appearing here for the de-fence, as he appears to be doing in this case-although he is supposed to be here representing the general interests of the country, he seems to adopt the defence im-mediately—I told him that if I were a lawyer defending the case, I would very much prefer the plaintiff should go ahead with the case and leave me six months to prepare my evidence. The hon, gentleman will sav that there is nothing unfair in that. Mr. Speaker, I think it ill becomes an hon, gentleman occupying the place hedoes, as an old member, to cast any reflection upon me for endeavouring to refute a slur which has been cast upon the business dealings of this House with reference to certain companies.

Mr. KYTE. I think if any one will go back to the minutes of the Public Accounts Committee during the present session he will find very early in the session cer-tain papers were moved for in connection with the accounts of the Diamond Light and Heating Company of Montreal, on the 6th day of December last, the next meeting of the committee was on the 18th of January, when motions were made for papers, but there was no evidence taken. The third meeting of the committee was on the 2nd of February, and two witnesses were examined in connection with payments to the Midland Towing and Wreckirg Company.

On February 7, a meeting was held at which two witnesses were examined; on February 14, another meeting was held and two witnesses were examined; on February 20, there was a meeting held but no quorum and no business was done and the last and seventh meeting of the public accounts committee held during the present session was on 27th of February last when there was one witness examined. The pièce de résistance which hon. gentlemen opposite presented to the Public Accounts Committee in the early stages of the present session was a payment of \$5,500 to the Mid-land Towing and Wrecking Company. There was a statement made in the public press in connection with that payment which, if allowed to go unchallenged, I anticipated, would have reflected very seriously upon certain officials of the Department of Marine and Fisheries. We on this side of the House did not know what merits there were in the particular charges made by hon. gentlemen opposite in connection with that payment, but the fact of the matter is that the moment that the evidence which hon. gentlemen opposite had to adduce and which was calculated to besmirch the Department of Marine and Fisheries and the late minister of that department had been brought forward, and the evidence had been presented for the purpose of showing the other side of it, the interest of hon, gentlemen opposite en-tirely disappeared. After the evidence of the manager of the Midland Towing and Wrecking Company had been taken and after that gentleman had been rigorously examined and cross-examined by hon. gentlemen opposite they ceased to take any further interest in the proceedings and, as far as that payment is concerned, the subsequent proceedings interested them no more. We heard nothing more of any illegality or dishonesty in connection with that payment. Now, in the dying hours of the session, after we have been here for months and after seven meetings of the committee only have been held and almost a month has elapsed since the last meeting, we are asked to sit in judgment upon certain payments in connection with the Montreal Diamond Light and Heating Company. I protest as a member of this House and this committee against having new matters brought up this late in the session. I am not disposed to say anything further in this respect than that if hon. gentlemen propose calling a meeting of this commit-日月181 期 Mr. KYTE.

tee for the purpose of investigating entirely new matters in the dying hours of the session it is only fair and right that, if we are to have an inquiry into this matter, it be had before parliament prorogues. I do not know what the merits of this case may be, but in view of my experience in connection with the last investigation conducted by the Public Accounts Committee, I am not disposed to give judgment in this matter without hearing the other side. It may be that a thorough and proper explanation may be given as to the propriety and correctness of the payments made to this particular company. I do not desire to make any threats or to say anything which might be construed by hon. gentlemen opposite as being a threat, but I do say in all fairness that it is our right and duty to remain here until this inquiry shall have been completed and, if hon. gentlemen opposite are determined to have the Auditor General's Reports for the last four or five years in connection with the payments to this company submitted to the Public Accounts Committee, I submit it will take some time to complete this inquiry and we might as well make up our minds that the time necessary to make a thorough and complete inquiry into this matter, having regard to the interests of both sides must be given before prorogation can take place.

Mr. BLAIN. Mr. Speaker, I am a member of the Public Accounts Committee and, so far as I have witnessed its proceedings this year, there has been not one word of complaint, even from the other side, until we heard it this morning. Surely it is the duty of my hon. friend (Mr. Middlebro), the Chairman of the committee when he finds a public newspaper in this country reporting a charge against the government of Canada, that out of an amount of \$109,000 a company is obliged to pay \$41,000 in order to get its account settled or to secure the business, to take steps to have the matter inquired into. Surely hon. gentlemen opposite, even my hon. friend from Carleton, N.B. (Mr. Carvell), would be quite willing, in the interest of Canada, that such an allegation should receive thorough and searching investigation.

Mr. CARVELL. I want to state to my hon. friend—he may not have been in the committee at the time I stated it—

Mr. BLAIN. I heard it.

Mr. CARVELL. I stated that if there was to be an investigation of this matter and if we would allow it to go over to the next session of parliament, I, speaking for this side of the House, would agree that he Auditor General's Report for the last four or five years should be brought down without any objection at all. There is nothing to prevent an investigation into this matter, but if we undertake to have an investigation we know that we cannot have a thorough one and get away by Easter.

Mr. BLAIN. I was present at the committee and I heard my hon. friend's protest. He made the same protest in the committee that he has made here this morning. What does my hon. friend fear? What is the matter with the hon. member for Richmond, N.S. (Mr. Kyte)? These gentlemen have told the House and the country that the late government was all right—nothing wrong about it.

Mr. KYTE. The hon. gentleman has put a question to me. I say that I fear nothing in respect to any transaction of the late government, but I say that it is not right and that it is absolutely unfair to present one side of the evidence without giving the other party an opportunity to be heard.

Mr. BLAIN. It is all very well for my hon. friend to make a statement of that kind. Did the Public Accounts Committee of this year refuse any investigation asked for by hon. members on the other side?

Mr. CARVELL. Get down to the question now.

Mr. BLAIN. Never mind—we know all about the hon. member for Carleton, N.B. The only difference is that he dominated the committee for the last few years and he cannot do it now. My hon. friend now stands up and says that if the government and the committee do not bow to his request and prevent this investigation from taking place the government must expect to stay here for weeks and months. May I suggest to my hon. friend that he is not in control of the government or the committee now? We realize what a changed condition it is for my hon. friend, but we do not realize it as much as he does himself. When these hon, gentlemen can stand up and call the attention of the House to the fact that the committee, of which my hon. friend from North Grey is Chairman, is refusing an investigation of public accounts they will have grounds of complaint.

Mr. KYTE. The only complaint I make is that the hon. member for North Grey has postponed calling this committee together for a month until the last days of the session practically when a motion had been made early in the session in connection with this very thing.

Mr. BLAIN. The Chairman of the committee has given an explanation to the House which, I think, will be satisfactory to every man in this country except perhaps my hon. friend. Mr. KYTE. There must have been some suspicion in connection with these payments when the papers were moved for so long ago.

Mr. BLAIN. There is some suspicion. My hon. friend must have something to defend and it may be the old story that they were looking after the middleman in connection with this matter. Possibly it is.

Mr. KYTE. You found no middleman in connection—

Mr. BLAIN. We found the middleman appearing in connection with the public business in years gone by. Now these hon. gentlemen, even in opposition, defend a gentleman who has been asking and receiving a payment of \$41,000 from those hon. gentlemen in order to get business. That is the condition. My hon. friend from is the condition. My hon. friend from North Grey would be doing very much less than his duty if he allowed the statement to appear in the public press-and sworn to in the court-that a gentleman had to pay \$41,000 in order to secure a business of \$109,000 and took no notice of it. What is the duty of my hon. friend from North Grey as chairman of the Public Accounts Committee? It is his duty to see that every transaction of that kind is thoroughly and completely investigated and it will be time enough for my hon. friend from Car-leton, N.B., and my hon. friend from Rich-mond, N.S., to offer complaints when they find the committee on Public Accounts doing as they did when they were in power. The committee, controlled by this jority from the government side of the House, will see to it that every transaction of this kind will have a thorough and searching investigation. There will be no member supporting the government now in power standing up in the committee and saying to the witness: you need not answer that question; it is not necessary for you to do so in the pub-lic interest. That is the way the commit-tee has been managed for the past few years, but hon. gentlemen opposite will now find a change. The action of my hon. friend from North Grey (Mr. Middle-bro), will be endorsed by the mem-bers of the House and by the peo-ple of the country. If my hon. friend (Mr. Middlebro), had not called the committee treather in the force of that committee together, in the face of that statement going around in the public press, he would be doing very much less than his duty as Chairman of the committee. Hon. gentlemen opposite seem anxious to go home, but I can promise them that they will have an opportunity to direct their attention to the defence of their friends when the next session of parliament meets.

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Mr. KYTE. We had not much trouble with the last inquiry.

Mr. BLAIN. They seem to have had some trouble with the electors of the country who voted them out of power just for this sort of conduct with several other things.

Mr. CARVELL. I thought you said it was reciprocity

Mr. BLAIN. I have not this session heard a debate in this House, small or great, that somebody on the other side has not said something about reciprocity.

Mr. CLARK (Red Deer). Yes, and you will be hearing about it for some time to come.

Mr. BLAIN. My hon, friend from Red Deer (Mr. Clark) seems to me quite happy on the other side of the House.

Mr. CLARK (Red Deer). Quite.

Mr. BLAIN. My hon. friend (Mr. Clark) is supposed to be a farmer, but nobody ever takes him seriously from that standpoint. Nobody in this House or out of it takes him seriously when he stands up to defend the farmers, because he condemned the Conservative party in opposition when we were trying to hold protection for the farmers. The hon. gentleman said: Let the farmers' protection go and he supported a policy of that kind.

Mr. SPEAKER. Order. I wish to remind the hon. member (Mr. Blain) that the question before the House is a motion for the adoption of this report.

Mr. BLAIN. I apologize to the House for having been drawn away from the question by an interruption from the other side. I congratulate my hon. friend from North Grey (Mr. Middlebro) for calling the committee together, and I can assure hon. gentlemen on the other side that they will have every opportunity for thorouch and complete investigation of every transaction of the government now in power.

Mr. CLARK (Red Deer). I would like to endorse what has fallen from the lips of the Prime Minister with regard to the meedlessness of mixing up this business with the date of prorogation. I think the whole business of parliament, irrespective altogether of the party in power, is a travesty on business methods. There is no party question in this; we conduct ourselves as no other body of business men do anywhere in the civilized world. We sit until all hours of the morning, and do our work when everybody else is in bed. I am not at all sure that we could not get through more work if we had a fixed hour, as every other business body has, for finishing our

Mr. BLAIN.

work each day. Whatever party is in power, it is a well-known fact that business is crowded to a very foolish degree into the closing days of the session. Any general reform of these methods I am perfectly sure would commend itself to my right hon, friend and to all thoughtful men of whatever party. I do not care in my mind to make a distinction between the action of this particular committee and the gen-eral conduct of parliamentary business. Having said that much, I should like to moderate the transports of my hon. friend from Carleton, N.B. (Mr. Carvell) as to the excessive enthusiasm there is for keeping this session going until midsummer. I have formed the habit, since I have had the honour of being a member of the House, of coming to Ottawa before the session opens and staying until it finishes—a very good habit, which is not participated in by anything like a large percentage of the members. My hon, friend from Carleton, N.B., (Mr. Carvell), has had the advantage over me that to my recol-lection he has had two considerable holidays during the session. If I had been a member of the committee, I should have been importuning the Chairman and trying to get him to call a meeting of the committee, at the time when my hon. friend (Mr. Carvell) was down in New Brunswick. My hon. friend from Peel (Mr. Blain) says he does not take me seriously. On that point there is perfectly good room for reciprocity between us. I was, however, taken somewhat seriously by my own constituents and I may point out as some justification for my occasionally bringing my views before the House, that 6,711 farmers mostly, in the riding of Red Deer, voted for me last election.

Mr. BLAIN. May I call your attention to the rules of the House, Mr. Speaker?

Mr. CLARK (Red Deer). And I question if there were as many as that number voted in Peel altogether. So long as I am taken scriously in my own county—

Mr. SPEAKER. I have already ruled one hon. gentleman out of order for not speaking to the question before the Chair. May I be permitted to remind the hon, member (Mr. Clark) that the motion before the House is for the adoption of this report.

Mr. CLARK (Red Deer). I bow to your ruling. There is nothing I should desire less than to be one element of any kind towards in any way reducing the dignity of you, or your position, or the mode of conducting public business in this House. I am aware that as a rule, when a point has been raised on the other side of the House, one feels a little strongly that perhaps it is coming to the person attacked to get back, but I bow to your ruling. L have said more now than the remark of my hon. friend (Mr. Blain) was deserving of.

Sir WILFRID LAURIER. May I remind you, Mr. Speaker, that it is also a rule of the House that when a report of this kind is brought down the adoption of it is not as a rule moved on the same day. The matter of this report is new to us.

Mr. BORDEN. Would my right hon. friend like it to stand until to-morrow?

Sir WILFRID LAURIER. Let it stand until the next sitting.

Mr. BORDEN. Very well.

Motion stands.

### AID TO CANADIAN NORTHERN ALBER-TA RAILWAY COMPANY.

Rt. Hon. R. L. BORDEN (Prime Minister)—moved that the House do, on Monday next, go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows:

1. That His Majesty, on behalf of the Dominion of Canada, hereinafter called 'the Dominion,' may aid and assist the construction and completion of a line of railway of the Canadian Northern Alberta Railway Company, hereinafter called 'the company,' extending from a point on the line of the railway of the company 150 miles westerly from St. Albert, thence in a westerly direction to the boundary of the province of British Columbia at or in the Yellowhead Pass, for a distance not exceeding 115 miles, by guaranteeing the principal and interest of the bonds, debentures, debenture stocks and other securities hereinafter called 'securities,' secured as hereinafter mentioned, of the company, to the extent of \$35,000 per mile of the said line of railway so aided, not exceeding in all 115 miles; the interest upon the said securities to be paid at the rate of 3½ per cent per annum, payable half yearly, the principal to be payable in fifty years. 2. That the said securities so guaranteed shall be secured by a deed or deeds of trust

2. That the said securities so guaranteed shall be secured by a deed or deeds of trust by way of mortgage or charge to a trustee or trustees, approved of by the Governor in Council, and such deed or deeds of trust shall respectively grant a first mortgage or charge upon the said line of railway so aided, and the right of way, station grounds, or other real estate and interest therein, buildings and other structures and improvements, rolling stock and equipment, plant, machinery, tools, supplies, materials and other personal properties, present and future, acquired for the purposes of the said line so aided, and in connection with operating, repairing and maintaining it, and the tolls, incomes and revenues of the company arising and to arise from the said line, and the rights, privileges, franchises and powers of the company, now or hereafter held with respect to and in connection with the said line and the operation, maintenance and repair thereof.

Mr. CLARK (Red Deer).

3. That the kind of securities to be guaranteed as aforesaid, and the forms thereof, and the forms and terms of the deed or deeds of trust securing them, and the times and manner of the issue of securities and the disposition of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the line of railways so aided, and the forms and manner of guarantee, shall be such as the Governer in Council approves, and such terms, provisions and conditions may be included in such deed or deeds of trust as the Governor in Council deems expedient or necessary.

4. That the said guarantee shall be signed by the Minister of Finance or such officer as is designated by the Governor in Council to sign it; and upon being so signed the Dominion shall become liable as guarantor for the payment of the principal and interest of the securities so guaranteed, according to the tenor thereof, and the said payment shall form a charge upon the consolidated revenue fund.

5. That any moneys paid by the Dominion under any guarantee herein provided for shall be held to be paid in discharge of the liability of the Dominion and not in discharge of the liability of the company under the securities so guaranteed, or under any deed of trust securing them, and the moneys so paid shall be held to be still secured by the said securities and deed of trust, and the Dominion shall be subrogated in and to all the rights of the holders of such securities, the interest upon or the principal of which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid, be in all respects in the position of security holders with respect to whose securities default has been made in payment to the extent of the moneys paid by the Dominion.

6. That the decision of the Governor in Council as to the length of the mileage of the said line of railways so to be aided shall, for the purposes hereof, be final.

for the purposes hereof, be final. 7. That the books of the company shall at all times be open for inspection for and on behalf of the Dominion by any person named in that behalf by the Governor in Council or the Minister of Finance.

in that behalf by the Governor in council of the Minister of Finance. 8. That the Canadian Northern Railway Company, shall by guarantee included in the said deed or deeds of trust, or in some other instrument agreed to by the Governor in Council or the Minister of Finance and the last named company in such form as the Governor in Council approves, guarantee to the Dominion the due payment by the company of the principal and interest of all securities issued and guaranteed under the provisions hereof, according to the tenor and effect of such securities respectively, and in accordance with the terms of the said deed or deeds of trust, and shall also guarantee to the Dominion the due payment by the company of all loss or costs which the Dominion may sustain or be put to in enforcing after default, the provisions of the said deed or deeds of trust against the line of railway and premises thereby mortgaged and charged

Motion agreed to.

## DOMINION NOTES AND STAMPS PRINTING CONTRACT.

On the Orders of the Day being called:

Mr. LEMIEUX. Mr. Speaker, I beg to call the attention of the Minister of Finance to two items which have appeared in the Ottawa 'Citizen' yesterday and this morning about the contract for the printing of stamps and notes. I see that there is grave complaint on the part of certain British firms that they have not been given the necessary delay for tendering. Has my hon. friend taken any notice of these complaints?

Mr. WHITE (Leeds). I am glad my hon. friend has called attention to this matter. One of the articles to which my hon. friend refers reads as follows:

Wm. Waterlow, head of the famous printing firm, is indignant at the treatment meted out to British firms in connection with the bank note contract. Writing to the 'Times' this morning, he says: 'On February 7, we received notification

'On February 7, we received notification from the High Commissioner that the terms and conditions of the tender had been received. We replied immediately, asking for a copy, which was received on February 10, To ensure the tender reaching Ottawa by the 29th it would have been necessary to post it on the 17th only allowing seven days to work out a large and complicated contract. This is unreasonable, as all the conditions existent at Ottawa with regard to labour, rents, rates of living, &c., had to be ascertained in seven days. This proves the Canadian government never really intended to give us a chance.'

I have, of course, no authentic inform-ation as to whether this statement was made by Mr. Waterlow, but if it was made by him then the assertion that 'the Cana-dian government never really intended to give us a chance ' is entirely without foundation. Copies of the specifications were furnished to every member of this House on the 18th day of January and on the same day they were shipped from my office to the office of the High Commissioner in London. In addition to the specifications we took the trouble to send specimens of the nature and quality of the work in order that the British firms could see precisely what was required of them. In the ordinary course these specifications should have reached the High Commissioner's office by the end of the month. On January 20, following the shipment of the specifications, we addressed a letter to the office of the High Commissioner advising him of the shipment and asking him to bring the matter to the notice of firms interested. We followed the practice of my predecessor in 1896 except that he did not send specimens but sent only specifications and I shall refer later to the notice given to English firms. On February 5 we had a cable from stated that it was

Mr. BORDEN.

the High Commissioner acknowledging the receipt of the letter and specimens but saying that no forms of tender were enclosed. On the 5th of February we cabled the High Commissioner that forms were in specimen book and that a further supply had been mailed. Later, we received a letter from the High Commissioner dated 8th Feburary, acknowledging our letter of the 20th January, and stating that he had taken steps to bring the matter to the attention of firms who might be interested. The cable of the 5th he stated was sent under a misapprehension as the supply of forms had been overlooked. He said: 'I am glad therefore to say that we have been able to deal with the matter without delay.'

As to the circumstances to which Mr. Waterlow referred, I have to say simply that we had no communication from him whatever, either during the period in which tenders might be received or since. This is the first intimation I have received of any dissatisfaction on the part of Waterlow & Sons or any other British firm. If Mr. Waterlow had cabled us in the circumstances mentioned in this alleged interview, we would gladly have given an extension of time of two or three weeks, such time as might be necessary, notwithstanding the desirability of having the contract closed at an early date for the reason that any firm that might obtain it especially any outside firm, would have to establish themselves in Ottawa on a large scale. They would have to build a plant and to order presses and there was only a comparatively short time between the end of April and the first of October the day on which the present contract expired. We should, as I said, have been glad to have given an extension of time of two or three weeks, as much time, with-in reason, as would be asked for, and I should have been glad indeed to have received a tender from any British firm. I said in the House early in January in ans-wer to a question of the hon. member for Westmorland (Mr. Emmerson), that the competition was open to the world, but that I had little hope that any British firm would establish itself here for the contract because it would involve a very large expenditure of money.

Let us see what was done in 1896—I was going to say in the consulship of Plancus, translating from Horace—during the last administration. The date of the specifications was October 19, 1896. The date fixed for the reception of tenders was November 23, 1896, that is one month and four days. On October 22, 1896, Mr. Fielding wrote the High Commissioner sending forms and conditions of tender but no specimens of work. We sent specimens of work as well as forms and conditions. Mr. Fielding stated that it was Hardly probable we shall have any tenders from parties in England.

On November 11, 1896, the High Commissioner wrote Mr. Fielding that he had posted the papers to sundry houses including Waterlow & Sons, Limited, about November 4. Some firms called on the High Commissioner with regard to the work having to be done in Ottawa. - Mr. Fielding cabled that conditions could not be abandoned and

If responsible parties wish to tender we will send specimens.

That was the condition in 1896 and I have endeavoured to follow precedent and would have been glad indeed to have received a tender from a British firm or any others that might be interested. Only two tenders were received, one from the American Bank Note Company and one from the British American Bank Note Company. The tender of the American Bank Note Company was accepted because it was the lowest tender. The American Bank Note Company's tender covered the three services, note circulation, Inland revenue stamps and postage stamps. The tender of the British American Bank Note Company covered Inland revenue stamps and note circulation. The tender of the American Bank Note Company was the lowest tender on both of these items and showed also a very substantial reduction from the prices paid under the former contract in regard to postage stamps. As the result of calling for tenders, the government obtained a reduction on the prices of last year of \$60,-000 a year for a five years' contract, or a saving of \$300,000. That is the present position with regard to the Bank Note Company.

Mr. DEVLIN. Who are the directors of the American Bank Note Company?

Mr. WHITE (Leeds). My hon. friend ought to know that, because he has been a member of this House for some time, and the company had a contract under the late government for 15 years. The American Bank Note Company is a Canadian incorporation established in the city of Ottawa, and it is one of the largest and most efficient concerns of its kind in the world. It employs 400 or 500 of the citizens of Ottawa, in fact all its employees, I believe, are Canadians. I do not know offhand who the directors are, but probably a majority of the stock is held in the United States. According to the terms of the contract, all the work of every kind whatsoever must be done in the city of Ottawa, so that what we have done, in effect, after calling for tenders has been to continue the contract with the American Bank Note Company which has been held by it for fifteen years.

### BANK ACT AMENDMENT.

Bill (No. 169) to amend the Bank Actread the second time, and House went into committee thereon.

Mr. MACLEAN (Halifax). Would the hon. gentleman be good enough to give an explanation of the provisions of the Bill generally and point out any change which is proposed to be made.

The purpose of Mr. WHITE (Leeds). the Bill is to amend the Bank Act so as to provide for an extension for one year of the existing charters of the Canadian companies which otherwise would expire on the 1st of July next. There is only one other change, and that change enlarges the period during which, in the crop moving time socalled, an emergency circulation to the amount of 15 per cent upon the paid up capital and reserve of the chartered banks may be issued. We have enlarged that period by one month at each end. That is to say, instead of the dates being October 1st and the end of January, the dates under the amendment are September 1st and the end of February. I pointed out the other day in connection with this Bill that the strain of circulation was very heavy in the fall, and that it was very desirable that the banks be authorized to issue this emergency circulation, paying five per cent upon it, during the month of September as well as during the month of October. My hon. friend from St. John (Mr. Pugsley) then raised with me the question as to whether there was not also a strain during a certain period in which the lumbermen were interested. For that hon gentleman's sat-isfaction and information I have some figures here as to the circulation of the chartered banks during the several months of last year, which I think will show the necessity or desirability for this extension, or enlargement, of the period of emergency circulation, and will also show my hon. friend that there appears no immediate necessity for the change that he has sug-gested of a future enlargement so as to in-clude that period during the spring. The figures of the bank circulation of Canada during the several months of 1911, in round figures, numbers, were as follows:

January	\$	77,000,000
February		79,000,000
March		81,000,000
April		83,000,000
May		81,000,000
June		88,000,000
July		89,000,000
August		90,000,000
September		97,000,000
October	1	105,000,000
November	]	101,000,000
December		

And then in January, 1912, there was a falling off to \$88,000,000. I think there is no

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question that it is desirable in the interest of the public that the month of September should be included. With regard to the month of February, there is not the same necessity, because the bank circulation does not run up during that month, but rather tends to decline. The reason why it is necessary that we should include February, although the bankers will not take advantage of it to any extent, is in order that the banks may feel safe in putting cut their circulation to the limit during the emergency period. They want to feel reasonably sure that the circulation will come back, because once they put it out they cannot control it. Experience has shown that if we terminate the emergency period at the end of January the banks for the reason that I have mentioned, hesitate to put out the circulation in December, because they may be in default, and consequently exposed to a fine. I may say that I fined a few of the banks last September. It was really an inadvertence on their part re-specting a comparatively small over-circulation, but we are obliged to fine them and I think properly so. It is, therefore, necessary to add February, not because circulation expands then, but so as to give a reasonable period during which the circulation may come back. These are the only two changes proposed.

Mr. MACLEAN (Halifax). The amount of issue is not enlarged?

Mr. WHITE (Leeds). What I have done is this: Under section 2 the charters of the banks are continued in force until the 1st day of July, 1913. The schedule includes all the banks and I may say follows precisely the wording adopted last year in similarly extending the charters of the banks. Coming to section 4, which my hon. friend from Halifax (Mr. Maclean) I think has more particularly in view, the only change is in the wording relating to the dates. That is to say, instead of the 1st of October it is the 1st of September, and instead of the last day of January, it is the last day of February. But instead of adopting a short section and relating it to section 61, it was thought expedient that section 61 and 147a should be in precisely the same wording as they appear in the Bank Act, save that these changes mentioned should be introduced.

Mr. LEMIEUX. I do not wish to anticipate any declaration of the hon, gentleman on the subject that I am going to refer to, but I may just as well call his attention to the fact that there is a strong sentiment in the country—I will not say whether it is a wise or unwise one, and the bankers themselves, those I have seen at all events, have very decided views on the subject—

Mr. WHITE (Leeds).

that the time has come when in revising the Bank Act, provision should be made for government inspection.

I speak with some feeling in the matter. because I happen to represent a county in which many people were mulcted as a result of the closing of one of the banks, the Banque St. Hyacinthe, and are in very hard circumstances in consequence-many of them practically ruined. Such cases help to account for the very strong feeling in the country in favour of closer inspection of the banks by the government. I am not saying that that is the proper thing to do. I know that bankers of the highest standing are opposed to it; I am only telling the hon. minister of the sentiment that exists in some sections. If the hon. minister says we must have confidence in our banking institution, there should be some way of controlling those institutions better than in the past.

Mr. WHITE (Leeds). I am glad my hon. friend (Mr. Lemieux) has mentioned this matter. Of course, it has had considera-tion. I do not say that I have arrived at any definite conclusion with regard to it. There is no more important piece of legislation than the Bank Act; and one reason why we have not brought down the amended Bank Act this session is because I have been impressed with its very great importance and with the need of giving it most careful consideration. We have had a number of bank failures in Canada, to one or two of which the hon. gentleman has alluded. It is necessary to consider these failures and the causes that led to them in connection with the revision of the Bank Act. It is my intention to bring down the revised Bank Act early next session and to have it carefully considered. There will be time then to take it up, and we have not had time for it this session. It can then be considered in all its bearings, and the subject which my hon, friend has brought to my attention will, of course, be considered with the other matters. The hon, gentleman has said that he has no fixed opinion on the matter. I would ask him then to think it over. Very serious questions arise in connection with the government inspection of Canadian banks. In the first place, we have the branch bank system. In the second place, we have a very large extent of country. In the third place, we have banks among the largest in the world, and these banks have branches from the Yukon to Halifax, and not only that but they are established in other countries, in Great Britain, in the United States, in Mexico, in the West Indies. Now, I have not reached final con-clusions on this subject; my mind is not closed with regard to it. I would suggest to my hon. friend (Mr. Lemieux) the consideration of what would be involved in the

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inspection of a banking system such as this we have in Canada. There is another consideration. There is a government inspection of insurance companies. But in-surance and other companies of that kind are only authorized to loan upon or invest their money in securities that can be read-ily checked. That is, these concerns do not loan upon personal accounts, and it is no very difficult task to check the securities in which these companies invest their funds. On the other hand, the very essence of banking is loaning upon personal security, upon account. And when my hon. friend considers the number of banks and all that is involved in the inspection of the banking system of Canada, I think he will realize that it is a question requiring very careful and earnest consideration. That is my present attitude on the subject the hon. gentleman has raised-that it should be very carefully and earnestly con-sidered, and in connection with these matters which I have mentioned. When the amended Bank Act is brought down, my hen. friend (Mr. Lemieux) may have formed a more definite opinion upon the subject, and I shall be glad to learn his views with regard to it.

Mr. LEMIEUX. As I have mentioned the Banque Ste. Hyacinthe, might I ask the hon. minister (Mr. White, Leeds) if, on locking over the records of his department he might not change his opinion as regards an investigation into that bank. I have been very strongly urged by some of my electors interested in the matter that an investigation should be held. Not that there has been any criminal dealings with this bank—not at all; the bank included in its directors and shareholders men of the highest standing—but these people to whom I have referred would be better satisfied and would bear more good-will towards our banking institutions if they were given an opportunity of knowing exactly the circumstances which led to the discomfiture of this bank.

Another point: It is known in Montreal that certain trust companies are doing bank-ing on the side. I remember the late government disallowed last year an Act passed by the Quebec legislature, and, I think, also one passed by the Manitoba legislature, giving to trust companies implied indirectly, authority to carry on the business of banking. I have in mind a certain trust company-it is not the Royal Trust or any of the big concerns which we know are doing a legitimate business- but I have in mind some minor concerns, which I would not name as I do not wish to injure them that are carrying on banking. I draw the minister's attention to the fact that these concerns are doing banking at the expense of legitimate banking institutions.

Mr. WHITE (Leeds). Are they of provincial or of Dominion incorporation?

Mr. LEMIEUX. I asked for a return concerning two of them that I had in mind, but the returns when brought down informed me that there were no papers here; so I concluded that the charters had been obtained from the provincial authorities. But I think this does not prevent the Dominion authorities from passing legislation to prevent banking being done by any such institutions. The question will come up, probably, next session when the hon. minister introduces his proposed banking legislation. For the present, I merely mention the matter.

Mr. WHITE (Leeds). If the matter comes up, of course, it will be given consideration. If the incorporation of the company to which the hon. member refers is provincial, the question arises as to whether the business they are doing is ultra vires or not. If it is ultra vires the matter could easily be remedied by a reference and appeal to the provincial courts. That would seem to me the most natural way.

Sir WILFRID LAURIER. My hon. friend the Minister of Finance (Mr. White) answered a moment ago my hon. friend from Rouville (Mr. Lemieux) on the question of bank inspection, and without expressing any opinion, he rather indicated his idea that such a bank inspection would be somewhat illusory. What information I have on the subject leads me to say that I believe that such a bank inspection would really afford some safeguard to the public. But I want to call attention to the fact that there have been several bank failures in this country, notwithstanding all the precautions we have taken to provide against such contingencies, and notwithstanding that we believe we have a very perfect banking system. Now it is worth observing that all the bank failures which have taken place have occurred after the re-quired returns were made to the Minister of Finance, showing that they were false and deceptive. Now I think it would be practicable for the Minister of Finance to provide a system of the inspection of these returns themselves, to ascertain whether they are genuine or not, and that he might improve the Bank Act in such a way as to afford another guarantee against bank failures. The moment the Minister of Finance receives the statement which the bank is bound to give, if he has reason to suspect that it is not exactly according to facts, he can call upon the bank to prove that the statement is true according to the repre-sentations of the officers of the bank. I think by such means a good deal of mischief might be obviated.

Mr. WHITE (Leeds). I am glad to hear the observations of my right hon. friend

on this matter, to which I have no doubt he has given a great deal of thought and attention in the past. There are two or three matters in connection with the Bank Act which will require to be considered when that Act is revised, in order to prevent, so far as legislation can preventbecause fraud can never be entirely prevented-bank failures. In the first place, it seems to me the Act should be amended with regard to the organization of banks, in order to provide that the interests of future shareholders and of the public are safeguarded so far as they can be safeguarded against the promoters of the bank. Take the case of a small Canadian bank which was, so to speak, still-born, because the promoters' expenses ran into a very large figure-I think something can be done to prevent that. Then there comes the question of the administration and operation of the bank, and the question of inspection, either by the government, or by audit, or by some other means, that will tend at all events to prevent the possibility of malfeasance, fraud or criminality on the part of the officers. I think some amendment should be made to the Act which would help to prevent such failures as that of the Farmers' Bank. Then I think also that something can be done along the line of imposing penalties for gross negligence on the part of those whose duty it is to see that the banks affairs are properly administered. It may be that the liability of one official is more than that of another. Now we must be very careful with regard to any legislation of that kind, to see that we are fair and just to all. But I do think that some amendment can be made along those lines that will be helpful. Without anticipating—because we all change our minds from time to time—I do hope that by next year I may be able to bring down a Bank Act which will afford a very reasonable protection to the public along those lines. All these matters that have been brought to my attention I will have in view when reconsidering the Act.

Mr. LEMIEUX. I wish to make it quite clear that personally I did not express any opinion with regard to government bank inspection. I wanted only to throw out the suggestion that the public was rather in favour of such government inspection, especially after the failures that have taken place during the last few years. Personally, I am quite conservative with regard to the banking business, and I have no opinion to suggest. But as the question has arisen in my county by the recent failure of a bank, I thought I would like to get an expression of opinion from the minister.

Mr. WHITE (Leeds)

Mr. J. DEMERS (St. Jean and Iberville). (Translation). Mr. Speaker, I was far from believing that the subject which is now being discussed would be submitted to the House to day; and as since a few years, I have been particularly interested with that important question of the revision of our Bank Act, so I think I should not let that occasion go by without submitting a few remarks.

Seeing that during the two last years that have elasped, the government has decided to keep aloof of the Bank Act, at the suggestion of the hon. Minister of Finance, (Mr. Fielding), I thought I could defer the discussion of a bill which I had proposed to the House, two years ago, to modify the Bank Act in such a way as to remedy the defects which have existed for a great many years.

I renewed my efforts this year with a bill which I was forced to abandon after the Speaker had ruled that a bill of that nature, seeing that it could affect our trade, would have to be proceeded with a resolution. I then accordingly inserted in the order paper of the House a resolution which I would have discussed, had the government decided to submit this year a bill for the general revision of the Bank Act.

Public attention, as it is well known, Mr. Speaker, is strongly centred upon the necessity of the improvement of our system, and is anxious to see the introduction of reform which would render impossible a repetition of the financial disasters which we have seen since twenty years.

If I am allowed to express my opinion, I would submit to the House that with our present system, the shareholders are not sufficiently informed about the operations of the banks whose shares they hold; I may add that they are absolutely passive members, who do not even attend the general meetings called for the election of directors, and that they are generally satisfied to vote by proxies who often exmandate. To-day, the only way for a shareholder, to get information about the financial situation of his bank consists in reading the annual report of the manager, which contains only figures without ex-planations, and also, absolutely incontrollable. I beg to submit that it is impossible for any one to get any reliable information out of those reports. It is even certain that the government is continually being deceived by that system, and it is impos-sible that it could be otherwise. I affirm that there is much to do in the way of amelioration, in order to remedy that state of things.

If we examine the Bank Act, we will come to the conclusion that the legislature had evidently in mind to give to the government power to control the financial situation of our banks. That is clearly evident in sections 112, 114 and others. The inefficiency of our actual laws towards securing that object is however shown in a peremptory manner.

It then behooves us to give our attention to the seeking of reforms to remedy the existing evil, reforms for which public opinion has been incessantly clamouring since a long while.

There are some of the reforms which I would think necessary. In the first place, we could decree that at the annual general meeting for the election of directors, the manager be ordered to submit a detailed statement of the operations of the bank, in such a way that the true financial situation of the institution could be known at a glance, and that the shareholders could get all the necessary information about the loans advanced to any person, society or corporation, if those loans exceed say ten, fifteen or twenty thousand dollars. Such a statement should also show what securities have been received by the bank for the said loans. Thus the shareholders would be in a position to judge of the wisdom, the prudence and the competence of the directors, and would be able to make a judicious choice.

Have we not seen a terrifying state of things in mostly all the bank failures which have taken place since a few years? In the generality of cases, the cause of those failures has been attributed to the enormous loans which had been made without even taking the most elementary precautions for the guaranteeing of those loans. I can understand that people would re-

I can understand that people would recriminate and that we would be acting unfairly if we should reveal the financial situation of individuals and corporations. Great evils require great remedies, and it matters little if certain individuals suffer when the general interest of the community is at stake. How could the man who obtains my money have any reason to complain if I want to know what is his financial standing? There might be in the beginning certain perturbation of conditions, but after a few years we would then have a system which would restore our financial institutions, strengthen public confidence already so much disturbed, and which would then be a benefit for the whole population.

Besides that, Mr. Speaker, I believe we should modify our law in such a way that the directors would have no longer the discretionary power that they have to-day of cancelling bank shares, when the buyer does not pay the partial amount prescribed by law within thirty days of their acquisition. In such cases, the directors should be forced to cancel the shares. We would then keep at a safe distance bogus or insolvent share-holders, and do away entirely with share-holders for amounts as high as \$100,000 who have always been insolvent,

and depositers would then have more guarantees that their deposits will be paid back to them.

Another amelioration, which is however of less importance, would be to facilitate the holding of special general meetings of share-holders by reducing the number of share-holders required and also the number of shares that they must hold in order to convene those meetings.

convene those meetings. Lastly, Mr. Speaker, I am coming to the most important question, which is the necessity of the creation of a bank inspection system by the government. As with all radical measures, I can see that this one would raise many objections, and some people would say that such an inspection would be of a very difficult application.

The failure of a bank, in the constituency which I have the honour to represent, has naturally incited me to give a special attention to that question of the necessity of reforming our Bank Act. I have had many occasions of conversing about that with people well informed of such matters, and the chief objection that was raised was that an inspection, in order to be efficient, should be made at the head offices and in all the brances simultaneously, that is on the same day at the same hour. And then they would cite me the example of the Bank of Montreal, with its 200 branches. There would have to be, they added, 200 inspectors for the Bank of Montreal alone. That is certainly a serious objection, and one which would constitute an almost insurmountable objection, if it could be shown that the inspection, in order to be efficient. must be made at the head offices and in all the branches. But, Mr. Speaker, my opinion is that we could attain the object in view with a thorough inspection made at the head office by some expert as we can find certainly in the country; because, as is well known, managers of branches are obliged to report annually, monthly, and I might even add daily to the head-office, where the inspector can be put in posses-sion of all the information which is neces-sary. That inspector would be bound to keep secret the result of his inspection, to be communicated only to the Minister of Finance, who after examination, and if it was deemed expedient, could communicate that result to the Bankers' Association.

I may add, Mr. Speaker, that the appointment of such an inspector would produce a salutory effect, if only because our banks would then know that they have to be inspected, in the same way as knowing that there are on board trains and steamboats custom officers detracts many people from smuggling goods.

Those are, Mr. Speaker, the few remarks which I was desirous to make and which I submit to the consideration of the honorable members of this House.

is before the House, I would like to call the attention of the hon. Minister of Finance (Mr. White) to the fact that it is currently reported in Canada that the Canadian banks are utilizing a great portion of their funds in developing American industries and building American railways. Whether that is true or not, I am not prepared to state. I would like to know if the minister has any knowledge of the fact, and if there is any guarantee to the depositors when the funds belonging to them may find their way into American channels.

Mr. WHITE (Leeds). I do not know to what my hon. friend refers. My atten-tion has not been called in any way to the fact that banks are loaning extensively in the United States. Does my hon, friend mean the business that is carried on by Canadian banks in New York city?

Mr. DEVLIN. It is very commonly reported in Canada, and it was quite current during the recent election, that banks on this side of the line send funds over to the different parts of the United States to invest them there in the development of American industries-for instance the building of new railways in Cuba.

Mr. McCRANEY. During the last election, a leading Liberal in the west made the statement that one of the leading banks in Canada was financing more than half of the export cotton crop in the United States. I saw a letter addressed to him by the inspector of the bank in which the inspector stated that the statement was not correct, that not more than one quarter of the export cotton trade of the United States was financed by this bank in question. I think it is along that line that my hon. friend inquires if this government has any information as to the investment of funds in such directions as those.

Mr. WHITE (Leeds). I have no information as to the amount involved in the mation as to the amount involved in the exchange business carried on by the banks of Canada. But, as my hon, friend has referred to it, I might say a word in refer-ence to the matter. I think there has been a very great misunderstanding as to the pattern of the husiness agaried on hy the nature of the business carried on by Canadian banks in New York and other places in which our large banks have agencies. It is within the knowledge of every business man in the House that the first thing a bank has to do is to keep it-self liquid; that is to say, banks must keep large reserves to protect themselves against sudden demands that may be made upon

Mr. DEMERS.

Mr. DEVLIN. Whilst the question of gold or in Dominion notes which are the inspection and administration of banks secured by gold, but if they did so it is perfectly obvious that they would make no interest on them whatever. In other words, gold or legal tender is bar-ren. They carry some gold and a good deal of legal tender in their vaults, but in so far as that species of asset is concerned, it gives them no revenue. One reason why the large banks are obliged to enter New York and engage in loaning, is because that is the only market in America in which the banks can loan their reserve funds and preserve their liquid state. A call loan in New York is a call loan. The market is a large one. I would call the attention of the House to the fact that rates of interest are nearly always low in that market. They may be very much lower than the rates in Canada. The usual rate of interest on call loans in Canada is from 5 to 6 per cent, while frequently you will find money loaned on call in New York at from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  per cent as the case may be. It has often been said that these banks, instead of loaning their money in New York on call, should loan it in Canada on call. They do loan a good deal of money in Canada on call, and get the higher rates of interest that I have mentioned, but in order that that portion of their reserve which they place in call loans may be available, they have to go to a larger market than is afforded them in Toronto or Montreal, and instead of carrying the reserve that they deem necessary to protect themselves, a portion of the reserve may be loaned upon a larger market such as New York affords on this continent, and it is immediately available to be brought up here within twenty-four hours in order to meet the requirements of the bank. As to the cotton exchange business, all the large banks doing a world-wide business, such as the banks in Europe, England and New York, carry on an exchange business. It is a proper business to carry on. I have no figures as to the proportion of the business exchanged in connection with the cotton crop, but it is all done in connection with the purpose that I have indicated. All the large banks have agencies in New York and especially in London, for carrying on those parts of the business which are connected with keeping liquid and buying and selling exchange. Very large sums are constantly being placed to the credit of Canada and of Canadian banks in Great Britain. That money must be brought over here. If it were not for exchange operations it would have to be brought out in the form of gold. I think there has been a great deal of criticism in regard to the operation of Canadian banks abroad them, or the ordinary demands from day to day in connection with their business. Banks might carry all their reserves in have been some abuses connected with the 5857

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system. It is quite possible that, tempted by higher rates, some banks have gone outside of the field in which the operations that I have described are usually carried on. I am not holding a brief for the banks, but generally speaking, I think it is good banking policy on the part of the banks, not by any means to deprive the business man, or the farmer, in this country of the funds which they should reasonably supply to meet his requirements, but to keep themselves liquid in the manner I have indicated. In other words, in order to do a proper business, they should have funds in New York and London. That is sound banking policy because mark you, if the banks of Canada loaned out all their funds in Canada where, as I have said, there is no call loan market, and did not keep their reserves in liquid shape, they would have nothing to go on in times of stress. Our banks are among the most powerful in the world, carrying on in the world, carrying on in precisely the same way business as that in which the larger banks of the world carry on their business; that is to say, they loan only a portion of their entire assets to the business community, the farmer and other parts of the com-nunity and keep their reserve up to the proper percentage for the purpose of being liquid at the moment when these funds are required. There is the possibility of some abuse of the call loan system, but I think on the whole the Canadian banks endeavour to meet the Canadian situation and, notwithstanding the failure of some few small banks, I think they are a pro-per source of pride to the citizens of Canada. The branch system which prevails in connection with some of the largest banks in Great Britain, has worked out, I believe, very satisfactorily, and our system is modelled on that. Whether the time will come when a limit should be put to the number of branches or agencies, I am not prepared to say. At present that question does not arise.

Mr. DEVLIN. I want it to be distinctly understood that I do not object to the Canadian banks extending their trade to American territory. I am thoroughly in favour of Canadian banks trading with the American people; I am in favour of everybody having opportunity to trade freely with the American people. I simply wanted to elicit the information as to whether the banks were allowed to trade freely with the American people and what guarantee there was to the depositors.

Mr. HUGHES (Kings, P.E.I.). When banks establish branches in different parts of Canada I understand their desire is to obtain in deposits at each branch about the same amount of money they loan out at the branch, and I believe that in a gen-

Now, can the Finance Minister inform me as to whether that system is adopted when the banks open branches in the United States. Do they try to manage it so that the ordinary commercial loans—apart from call loans—about even up with the amounts obtained on deposit? If that is the case, it would allay the dissatisfaction and misunderstanding which to some extent prevails in Canada, with regard to Canadian banks doing business in the United States, because there is no doubt a feeling that the doing of business in the United States by Canadian banks reduces the amount of the loanable moneys in Canada.

Mr. WHITE (Leeds). As I understand it, the Canadian banks do not, for examplein the state of New York, do a banking business there in the ordinary sense. They have agencies in New York, but they do not take deposits. They are not banks under American legislation, and as we know there is very little branch bank busi-ness done in the United States. Where the Canadian banks are represented in the great state of New York they confine themselves to the class of business I have indi-cated, which is loaning reserves out at low rates of interest, much lower than they could get here, in order that the money may be available at any time the need should arise, to be brought back to Canada, and also in order to do exchange business such as I have referred to. The Canadian banks do not do the same sort of business at these United States offices as they carry on in Canada. In normal times, the rate of interest obtainable, (2 or 2<sup>1</sup>/<sub>2</sub> per cent) on loans made out of their reserve on securities in New York, is very much lower than could be had in Canada where the prevailing rate would be five, or six, or seven per cent. The banks do this simply because they are dealing with the reserves which they would not be safe in loaning out for longer periods to ordinary clients in Canada at the higher rate which they could get. It is only the reserves that they loan upon call in a large centre like New York. I am inclined to think from what I know of the Canadian banking system, that our banks do desire to take care of the Canadian situation. Under the branch bank system they take deposits at various points and, as I understand it, most of them desire to take care of the business arising at particular places in which they receive deposits. Of in which they course, the business varies at different times of the year. Under the branch bank system, the deposits are gathered up from all parts of the country, and they may be used in places at which the strain comes heaviest at a particular season, when for the same amount of money they loan out at the branch, and I believe that in a gen-eral way that works out about evenly. strain shifts. The money gathered in

Canada by the banks is made fluid so that it goes from one part of the country to the other as the need arises. To the best of my judgment I do believe that the Canadian banks endeavour, to the best of their ability, to look after the Canadian situation, and if for no other reason that it is the most profitable part of the busiress. The banks do carry in these large cities parts of the reserves in order that they may be ready to take care of the strain when it comes.

Bill reported, read a third time and passed.

#### QUEBEC SAVINGS BANK ACT.

Bill (No. 170) to amend the Quebec Savings Bank Act, was read a second time, considered in committee, reported, read a third time, and passed.

PRINCE EDWARD ISLAND SUBSIDY.

House in committee on the following proposed resolution:

Resolved, that it is expedient to authorize, in addition to the sums now authorized by law, the payment of an annual grant to the province of Prince Edward Island of one hundred thousand dollars, one half of which shall become payable on the first day of July and one half on the first of January in every year, beginning with the first day of July, one thou-sand nine hundred and twelve.—Mr. White (Leeds).

Sir WILFRID LAURIER. Would the minister please explain?

Mr. WHITE (Leeds). I suppose at this stage it will be sufficient to explain that this resolution precedes a Bill which will provide for an additional subsidy to the province of Prince Edward Island of \$100,-000 per annum, not appropriated in any particular way, but simply a lump sum, as an additional grant. At present Prince Edward Island is receiving grants amounting to \$281,931.88. In February of this year, representations were made to the government by the Premier and other members of the executive government of the province of Prince Edward Island asking for an increased subsidy. They set out a number of claims which in their opinion, would justify such an increase, and I have laid upon the table the memorial which they filed with the government upon that occasion, together with certain schedules showing the financial position of the province, its revenue and expenditure, and, I believe, something as to its assets. The government after considering the claims so ad-vanced on the part of Prince Edward Island, and having regard to its financial basis upon which a reason could be found-condition, and its diminishing population ed by my hon. friend for his action. Let

Mr. WHITE (Leeds).

and the entire situation, reached the conclusion that it would be proper, just and equitable, that the annual subsidy to Prince Edward Island, should be increased by the sum of \$100,000. As I have said, we have not attempted to apportion that sum in any way to different accounts; we came to the conclusion that the increased grant was justified on the grounds brought to our attention by the provincial authorities and on other grounds, which we discussed with The situation of the province of Prince Edward Island, I think, has always been considered exceptional, and on looking into the case very carefully myself, I have reached the conclusion that Prince Edward Island has suffered greatly by reason of not having had in the past an adequate subsidy, as I think, I shall be in a position to demonstrate to the satisfaction of The people of the Island are the House. as fine a people as we have in confederation, and it is most regrettable that their population should be diminishing and that their public services should not be maintained at a higher standard of efficiency than has been possible in the past, by reason of lack of revenue.

Sir WILFRID LAURIER. The only thing I was anxious to know to-day was, upon what ground my hon. friend is taking the very abnormal action he proposes. We are in this instance, departing altogether from the practice that has been followed. I thought that in 1907 when we revised the subsidies of the provinces, and established a new scale of pay, we had put an end to this question. At present I express no opinion. I have read with some care the memorial prepared for the government by the government of Prince Edward Island. They set forth a wealth of reason in this memorial why the province should be entitled to an additional subsidy, but I must say that some of these reasons do not commend themselves to my judgment. They seemed very far fetched indeed. The one reason only, which has impressed me-and it is not a constitutional reason, it is not a legal reason, it is simply a reason of equity-is the fact that Prince Edward Island has not profited by confederation. For some years past, it has been largely losing its population, by reason of its connection with Canada, and going backwards instead of forward. Its trade has been diverted from its natural channel-perhaps I should not call it the natural channel, but a channel of trade which has been created-and in the process of many years, the trade of the Island has suffered. That is the only

me say to my hon. friend that he is turning over an important page in the history of the country if we are to revert to the condition of former times when provinces were coming again and again to the federal power and asking for better terms. However, I will not insist further upon this matter to-day.

Mr. WHITE (Leeds). I do not agree with my right hon. friend that there are no reasons for taking this action other than the very weighty reason he has mentioned. I think that some of the Prince Edward Island claims-I will not say all of them-deserve very careful consideration, and there is one claim-I might anticipate my argument to this extentthere is one claim which I think Prince Edward Island has put forward very strongly and which I do not believe can be controverted: Prince Edward Island is one of the four provinces of confederation that have had no public domain. The others are Alberta, Saskatchewan and Manitoba. These provinces are contained within geometrical lines: They have had no public domain, they have had no min-erals, they have had no royalties. Now what possession of public domain means to the other provinces without compine to the other provinces, without arguing the matter at length, was shown by my right hon. friend (Mr. Borden) recently in connection with the Manitoba Boundaries debate, when he stated that New Brunswick received in the year 1910 from what is termed territorial revenues the sum of \$494,491.64, Nova Scotia received from its mines and from its Crown lands a total of \$662,710, Quebec received in respect of its lands, forests, mines, fisheries and game a total of \$1,332.879, British Colum-bia received over \$3,000,000, and Ontario received nearly \$3,000,000 from the possession of the public domain. Now what is the position of Prince Edward Island? That province was granted at the time of the union, for certain public lands, the an-nual sum of only 50 cents per head. Now my right hon. friend (Sir Wilfrid Laurier) in 1905 when he constituted the provinces of Saskatchewan and Alberta placed those provinces on a basis of \$1.50 per head in lieu of public lands, and we have recently placed Manitoba upon the same basis on grounds of equity and justice. There-fore, a very strong argument can be made in favour of the province of Prince Edward Island by reason of the fact that she has never had any public domain, and that her case is therefore different from that of all the other provinces of confederation excepting the ones I have Prince Edward Island was allowed \$50 per head of debt allowance by reason of her exceptional and isolated position. In

other words she was given a debt allowance of \$4,700,000 and has been paid 5 per cent on that, less the sums I have mentioned which have almost wiped it out. Out of that \$4,700,000 Prince Edward Island paid over \$3,000,000 for the completion of the Prince Edward Island rail-way which she at once handed over to the Dominion as the latter's sole and absolute property. In looking over this case of Prince Edward Island I have become en-thusiastic about it, and I say that Prince Edward Island, from the date of the union, has been hardly treated, and I believe that her dwindling population is, to a very large extent, due to the fact that she has been deprived of the subsidies to which she was justly and reasonably entitled from the Dominion since confederation. Τ hope to show to the satisfaction of the House that this grant is not only justified, but abundantly justified. I hope that a new era will dawn for the province of Prince Edward Island when it gets this enlarged subsidy.

Resolution reported, read the second time, and agreed to.

Mr. WHITE (Leeds) moved for leave to introduce Bill (No. 178) to provide an annual grant to the province of Prince Edward Island.

Motion agreed to, and Bill read the first time.

At one o'clock, House took recess.

House resumed at three o'clock.

### CRIMINAL CODE AMENDMENT.

Bill (No. 165) to amend the Criminal Code-Mr. Doherty-read the second time, and House went into committee thereon.

Mr. NESBITT. Would the minister (Mr. Doherty) please shortly explain the Bill? Apparently it has not been distributed.

Hon. C. J. DOHERTY (Minister of Jus tice). I explained this Bill on introducing it on Wednesday last, but I shall be glad to explain it again. It is very simple. It does not alter or modify in any way the principle laid down in the section of the Criminal Code as amended by the statute of 1910 ordinarily called the Miller Bill.

Mr. LEMIEUX. Will the hon. minister please state how the law stands at present, and how it will stand under the amendment which he proposes?

Mr. DOHERTY. As the law stands at present, under subsection 2 of section 235,

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association at a race meeting under the conduct of that association. In that respect the proposed change consists simply in this—that in the future the exemption shall cover only betting operations carried on on the race tracks of an association incorporated by Act of parliament, or by Act of the legislature of the province in which the association exists. As it stands to-day, any incorporated association having a race track gets the benefit of these exceptional provisions. It is immaterial whether the association be incorporated by letters patent or by special Act of parliament or of the legislature.

Mr. NESBITT. So long as they are now in existence?

Mr. DOHERTY. Those now in existence are not touched by this Bill. But, for the future we propose to do away with the privileges as applicable to associations incorporated merely under letters patent. The reason that leads us to desire to do that is that the Act providing for incorporation by letters patent prescribes the conditions which must be fulfilled by applicants and goes on to provide that upon the fulfilment of these provisions the Secretary of State may issue the letters patent. This provision that he 'may' issue the letter patent has been interpreted as imposing upon him the obligation, so long as the conditions of the statute are complied with, to issue the letters patent. If that interpre-tation is correct, and I think it is, then the position is this: That any person or body of persons of the requisite number who comply with the Letters Patent Act and desire to be incorporated as a race track association may get the privilege accorded by this section of the Criminal Code. The object of the present measure is to produce a situation under which any corporation that seeks these privileges must be incorporated either by Act of parliament, or by Act of the legislature if it be a provincial corporation. The effect will be that no corporation will get these privileges unless it has commended itself to the judgment either of parliament or of the legislature.

Mr. NESBITT. It prohibits letters patent?

Mr. DOHERTY. In the future. We do not touch the privileges of any existing corporations. This is the principal feature of the Bill. There is another verbal alteration made in the provisions of the Miller Bill. It refers to the restrictions with regard to the number of race-track meetings. I have no doubt—I think I may say I have no doubt; at all events I feel very strongly —that as the section stands to-day it means in this respect precisely what we desire to make absolutely clear. It says:

Provided that as to race-meetings at which ment given by the owners of the track, Mr. DOHERTY.

there are running races no such race-meeting continues for more than seven days of continuous racing on days on which such racing may be lawfully carried on; and provided that no such association holds, in any one calendar year more than two race-meetings.

Now, to this proviso, we are making an amendment. As it reads it restricts each racing association to hold two meet-The Bill proposes to ings in the year. amend that so as to provide that each association shall not be entitled to hold more than two meetings in the year, but furthermore to provide that on any race track there shall not be heid The more than two meetings in the year. evil sought to be met by this alteration is that it has been claimed that, while each racing association under the law as it at present stands is limited to two meetings a year, a racing association having no track of its own may hire a race track from another association and hold another two meetings, and as the law stood with the facility of incorporation, if you have three or four associations, each having two meetings a year on the same track, you might, if you carried it far enough, get a perpetual condition of racing on some tracks. I do not think the law as it stands is open to that interpretation; I think it is clear that the racing should be on the rack track of the association conducted by the association. If I am right in that still there can be no harm in making it absolutely clear. And I am given to understand that there have been attempts-I do not say that there have been successful attempts-to evade the law in this respect. But the change in the law is simply this that hereafter the privilege accorded shall go only to companies incorporated by parliament or the legislatures; and, in the second place it provides that the restriction as to the number of race meetings shall apply not only to each association, so that each associa-tion shall be entitled to only two meetings a year, but that it shall apply to each particular race track, so that upon each race track there shall not be held—regardless of whom they are held by—more than two meetings in the calendar year.

Mr. EMMERSON. And there must be a certain period intervening?

Mr. DOHERTY. Yes, precisely as under the present law. The effect, so far as this alters the law is in the direction of turther restriction.

Mr. LEMIEUX. I am glad to hear that for the more restricted is the privilege the better for the public at large. Even in the legitimate racing business we have unfortunately the visit of very undesirable people. Of course, they do not come with the consent or the encouragement given by the owners of the track, or by the very worthy associations which control the track. But at the same time my hon. friend who is a resident of Montreal, knows, and the people from Toronto know, that races are the occasions of visits of very undesirable people, and of the selling of liquor, much to the scandal of the peaceful citizens of our large centres. I am glad the hon. gentleman is making it clear that the law must be read in its restrictive sense. However, I must find fault with this fact, for which my hon. friend is not personally responsible. At the very moment he is introducing this legislation, two associations are obtaining their letters patent. It seems to me that special privileges are being given to some associations. Has my hon. friend the names of the associations?

Mr. DOHERTY. There are two, the London Jockey Club, Limited, and the Racing and Breeding Association, Limited. One has its headquarters at London, and the other in Toronto.

Mr. NESBITT. I would draw attention to the fact that under the old Act they are given 14 days in the calendar year. In the last clause of this Act permission is given to hold two races in each year, lasting three days each, but still it says 14 days in one calendar year, which gives them two weeks in one year.

Mr. DOHERTY. That portion is copied textually from the old Act. With regard to the issue of these letters patent, the position was forced upon our attention, the necessity of this legislation was precisely because of these two applications. As I said a few moments ago, the Joint Stock Company Letters Patent Act has been interpreted by very high authorities as placing the Secretary of State in a purely ministerial position, as making the functions conferred upon him by that Act purely ministerial. The consequence was that the Secretary of State found himself in a position, when a race track association applied to him for incorporation by letters patent, where he was bound to issue letters patent if the applicants complied with all the requirements of that statuie. I have said that the statute has been interpreted in that way by high authorities and I am glad to see my hon. friend the ex-Secretary of State (Mr. Murphy), here, because I think he will corroborate me in that regard. When he occupied the office of Secretary of State, it is on record that he found himself in that position, and considered himself under the obligation of issuing the letters patent. I may say that I fully concur in that view, he could not do otherwise. Here were two applications complying in every respect with the re-1863

cation in one case was made on the 13th June, 1910, and in the other on the 24th of September, 1909. We were confronted with these two applications. In our judg-ment, a judgment supported by the authority I have just mentioned, and in which I understand the hon. member for Rouville (Mr. Lemieux), fully concurs, we had no alternative but to grant those, or refuse to comply with the law. Now, in that position, we turned our attention to putting an end to that condition of affairs for the future, and that is what this Bill does. We conceive that we have no right to deny the people whose applications are regular, and who in consequence had an absolute legal right to have their letters patent granted, to deny to them what the law gave. In order to do that we feel that we would not be justified in making retroactive the law to produce that result. So far, therefore, as there may be room for criticism, because these were issued, I think it is abundantly clear that this government had no power to do otherwise than issue them, or to speak more cor-rectly, the Secretary of State had no alternative but to issue them or to refuse to comply with his legal obligations. We do not think that that was a desirable condition of affairs, and we propose to end it by this legislation. But that does not alter the fact that there were acquired legal rights in these two applications which we would not have been justified in refusing.

Mr. LEMIEUX. When the racing association applied for their letters patent therewas quite an excitement among the public when it was found that the Secretary of State could not do otherwise than grant. the letters patent. Does 'not my hon. friend think that there was a clear evidence that public opinion is decided not to see the number of tracks increased?<sup>1</sup> Now, after the Miller Bill the opinion wasbroadcast in the public that there would be no more race tracks unless the associations got their powers from parliament: itself. I remember perfectly the circumstances of the granting of these letters patent by the hon. member for Russell (Mr. Murphy), he could not do otherwise, and he justified them absolutely.

Mr. MACDONALD. He did not grant them, it was the late government.

Mr. LEMIEUX. At all events, he justified, himself amply before the public, and showed that the law was framed in such a way that if he wanted to literally do his duty under the law he could not do otherwise than grant those letters patent. Now, two associations have come forward for their letters patent a few days ago.

Mr. DOHERTY. They did not come a few days ago, they came over a year ago, but the letters were issued a few days ago.

Mr. LEMIEUX. The petitions might have been before the Secretary of State, and the letters patent issued a few days ago. It is issuing the letters patent which gives the association its powers. But, inasmuch as public opinion is opposed to an increase of such associations and has clearly pronounced itself on the occasion of the Miller legislation passed by this parliament, does not my hon. friend believe that these two associations which have come at the last minute, knowing probably that the present legislation would be in-troduced, should not have the benefit, if benefit there be, of the privileges granted to the few associations which are now in existence, but should be forced to come before parliament in order to test the opinion of this House, and see whether it is right that there should be more tracks than we now have in Canada?

Mr. DOHERTY. The expression of the public opinion which the hon. member (Mr. Lemieux) affirms has taken place in connection with the passing of the Miller Bill, is, I think, the most absolute justification of the legislation that I am asking to have passed to-day. I need not say that the members of the present administration were in no position at that time to meet the public desire which was evidenced by that expression of opinion. So soon as we found ourselves in a position to do it we proceeded to do it and we are doing it to-day by this Act. It is a very unfortunate situation when the law is such that it does not meet the desires of an enlightened public opinion. We are putting an end to that unfortunate situation by this legislation. But, in the interval, the law was just precisely as the hon. member and myself are agreed that it was. These two applications came to the Secretary of State whose lawful duty it was to issue these letters patent. There was delay. To my mind the fact that there was delay does not alter or modify the fact that they had a lawful right to these letters patent. I do not think that a public officer like the Secretary of State would be justified in saying: Although the law makes it my obli-gation to issue these letters patent, and although the law makes it your right to have these letters patent issued. I will delay action until I, or some one, has got the law so modified as to deprive you of that right. I do not think that that would have been a proper course of action on the part of the Secretary of State. In his place ture of the province in which the opera-I certainly would have felt that I was tions shall be carried on. That is the en-Mr. LEMIEUX.

doing my full duty both by the law in existence and by the public opinion that called for a change of that law if, while I submitted to the existing law in these two particular instances, I hastened to so modify the law as to make it impossible that there should be any future instances. With regard to what anybody may consider might be the possible result from the fact that these two associations have obtained their charters, let me say that the names of the people asking for these charters makes it abundantly clear that if anybody can be trusted with a charter of this kind they ought to be.

Mr. PUGSLEY. Could the minister tell me how long these applications were pending?

Mr. DOHERTY. The first was presented on the 24th September, 1909, and the sec-ond on the 30th June, 1910. The situation would seem to imply that the former Secretary of State did not take the same view as to what ought to be done in these particular circumstances as did the present Secretary of State. But, I was going on to say, I cannot conceive that any possible evil that anyone might anticipate as resulting from the granting of these two particular charters would at all compare with the evil that would result from the ex-ample of the disrespect for the law on the part of men charged specially with the execution and carrying out of the law that would be involved in such an operation as that when people, availing themselves of the law, had complied with all the conditions and were in a position where they had a right to action on the part of the Secretary of State, that official should simply defer his action and change the law so as to deprive these people of the rights which they lawfully had. To my mind there is nothing more important than that all persons who are concerned with the ex-ecution or carrying out of the law should make it clear to the people upon whom they are bound to call for respect for the law that they are ready to set the example in that respect.

Mr. MURPHY. I have not the hon. gentleman's Bi'll before me at the moment. I would like to inquire if the position created by what is popularly referred to as the Miller Bill, is affected by the Bill under discussion?

Mr. DOHERTY. It is affected simply to this extent, that in future nobody will be entitled to the exceptional privileges granted to race track associations except such associations as are incorporated either by Act of parliament, if they should be Dominion corporations, or by the legislatire extent to which the class of people entitled to the privileges granted by the Miller Bill are affected by this legislation. There is also a verbal modification intended to make clear what, I do not think can be disputed, was the intention of the Bill that not only is each one of these associations to be limited to two meetings in the year but that on each race track there are not to be more than two meetings in a year.

Mr. MURPHY. That is the provision under the present Bill.

Mr. DOHERTY. Yes. These two things constitute the modifications of the law.

Mr. PUGSLEY. I would like to ask my hon. friend if this is the position of affairs: In 1909 certain gentlemen applied for letters patent incorporating a racing association. My hon. friend (Mr. Murphy), then Secretary of State, refused to grant that application—

Mr. DOHERTY. He did not grant it.

Mr. PUGSLEY—and the application remained during 1909, and until he went out of office on the 10th October, 1911. In June, 1910, certain other gentlemen applied for incorporation as a racing association instead of coming to parliament or going to the legislature. The late Secretary of State refused to grant their application. The applications remained in his office, no favourable action being taken upon them until he went out of office. Now, the hon. Minister of Justice (Mr. Doherty) has decided to change the law and to provide that these exceptions shall not apply to any racing association in future unless it is incorporated either by Act of parliament or by the legislature of a province.

The Secretary of State, acting on his own motion, concurrently proceeds to grant these applications which have been pending for a long period before the late Secretary of State, and the result is that these two associations are exempt from the law which the Minister of Justice is now asking parliament to enact. I do not think that puts this government in a very favourable light with regard to these racing associations. I cannot see why the late Secretary of State was not entirely justified in not granting these applications. I cannot see what right people have to get a charter if the Governor in Council does not choose to grant that charter.

Mr. DOHERTY. I understood the hon. gentleman's neighbour (Mr. Lemieux)) to agree with me.

Mr. PUGSLEY. My neighbour and I might differ.

Mr. LEMIEUX. We do not differ.

Mr. PUGSLEY. The late Secretary of State thought it his duty in the interests of public morality not to grant these applications, and he did not grant them. Why should any association have the right to demand a charter from the Governor in Council? If they do demand it and it is not granted, they have no remedy to com-pel the granting of the charter. It seems to me that the government ought to have allowed these applications to rest just where they were by introducing this law, which is beneficial in its character, and then let these gentlemen come to parliament or go to the provincial legislature and ask for a charter. If they are the highly respectable gentlemen the Minister of Justice says they are, there is no doubt that the legislature would readily have granted their request with proper safe-guards thrown around the charter. It does seem to me the Minister of Justice is subject to some criticism for having granted these long delayed and almost obsolete applications.

Mr. LEMIEUX. My criticism is not directed against the Minister of Justice nor against any member of the government, individually but, I am of the same opinion as my hon. friend (Mr. Pugsley). The Secretary of State is possibly bound by law to issue letters patent, but only if he chooses to do so. The late Secretary of State withheld his assent to the letters patent, because he felt, as a representative of the Crown, that public opinion was against the issuing of such letters patent after the discussion which had taken place in parliament on the Miller Bin. I have no doubt that the people of Canada would hail with pleasure every restriction that could be thrown around these racing tracks. The present Secretary of State could well have withheld the issuing of these letters patent, at all events until such time as the associations concerned came under the operation of this proposed law. I do not wish to give to the Minister of Justice a lecture on the history of constitutional law, but will he allow me to say that the King, under the British system, is the fountain of justice, and when the people were given power to enact laws in the name of the King, the King retained some pri-vileges which heretofore had always belonged to the Crown. There were two special privileges which he kept. The King held to the prerogative of justice retenue which, included the right to issue patents, and under the old French law, which the Minister of Justice knows from his reading of the history of the Bastile, the King retained the privilege of issuing lettres de cachet.

Mr. DOHERTY. That is a long time ago.

Mr. LEMIEUX. It was under the old regime, and under the English regime letters patent are issued under the Great Seal by the Secretary of State, under the authority of the King, as distinguished from the authority of parliament. If, in these two cases, the Secretary of State of the late government was compelled under force of public opinion to withhold the issuing of these letters patent, I do not see why, on the eve of introducing this legislation, the present Secretary of State should grant these two applications. I think it does not meet with popular approval and I believe that the Bill should be amended in such way as to compel these two assoeiations to go for their charter to the Ontario legislature or to come to this parliament as the case may be. I think the Minister of Justice would escape very severe criticism if he had not taken the action he has taken in this matter. I am bound to say that the legislation introduced by the hon. gentleman is wise, and I compliment him on it, but the moment the public knows that two associations have obtained by letters patent at the last minute, this privilege, popular opinion will not be satisfied.

Mr. DOHERTY. I do not want to follow my hon. friend (Mr. Lemieux) quite as far back in the history of constitutional law as he has gone, but, I might state how I understand the position. Whatever may be popular opinion on this question, for my part I am quite prepared to take the responsibility of having advised the Secretary of State that he had no alternative, if he wanted to perform the duty of his office as the law imposes it upon him, but to grant these letters patent. I am not called upon, and I do not desire, to criticise the action of his predecessor in office. The present Secretary of State, in so far as he acted, and I, in so far as I have advised him, have to take the entire responsibility of that action and of that advice, and I am quite prepared to take my share of it.

Mr. PUGSLEY. Does the Minister of Justice dispute the fact that the Secretary of State could, in granting letters patent, place in these letters patent such condi-tions as he might deem to be in the public interest, so far as the exercise of the rights granted to the company are concerned?

Mr. DOHERTY. I do not understand that the Secretary of State would have a right to insert in the letters patent that he grants to one set of men conditions withdrawing from them the rights which the general law gives to them on the condition alone of their being incorporated.

Mr. DOHERTY.

patent the Secretary of State has not the power to attach to their exercise such conditions as he may deem to be in the public interest.

Mr. LEMIEUX. And on the same lines is not the government in a position to grant or to refuse a petition of right for instance. whether it is well based or not well based?

Mr. DOHERTY. It may be.

Mr. LEMIEUX. Why not the same thing in matters of letters patent?

Mr. DOHERTY. The government is in a position to grant or to refuse a petition of right irrespective of whether it is well based or not, because of the general prin-ciple that you cannot sue the King without his permission and there is no statutory law—and every statute is the act of the King as well as the Houses of Parliament which says: If you do this, and that particular thing, you may have a petition of right. So I do not hesitate in saying that there is no parity between the two positions.

In answer to my hon. friend from St. John (Mr. Pugsley), the Secretary of State might insert in the letters patent of incorporation that he would grant any condition consistent with the law. The hon. member says that all the privileges of a body corporate come from the instrument that incorporates them. That is true so far as its corporate powers are concerned, but what the hon. member forgets is that there is this general law of the land, the Criminal Code, which says that on the race track of any incorporated association you shall have this privilege. That was the general law of the land and the Secretary of State was absolutely without power to say: This particular corporation that I am creating shall not have the privileges which the general law of the land gives to every incorporated association.

Mr. LEMIEUX. There are two applications for which letters patent have been issued. My hon, friend said a moment ago that he entirely approved of the action of the Secretary of State in granting these letters patent. Now suppose that, instead of two applications, there were ten applications, would my hon. friend say that he would under those circumstances have agreed to give his consent?

Mr. DOHERTY. Certainly. What I approve of is giving to everybody the right that the law gives him and whether there be two or two thousand they were entitled under the law to have their letters patent Mr. PUGSLEY. Whatever rights the granted. I say it was a most undesirable situation, and I would not have been proud of myself if, after attention had been called

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as it was called to that most undesirable situation, I had sat back and not corrected it. But so long as it was not corrected, the most important principle that one has to stand to is the carrying out of the law as it is. I do not think that the Secretary of State, any more than any other officer, has the right to sit back and criticise the law, and say: Because I do not approve of the law I shall decline to apply the law. I certainly do not believe that that is a position which can be justified by any pres-

sure from public opinion. To come back to the position of the Secretary of State and reverting particularly to what my hon. friend from Rouville has said, there is no question in my mind that this power of the Secretary of State is a statutory power and that although for many years the King did issue all letters patent on his own authority, the King was free to surrender that authority; and the King, the Senate and the House of Commons, constituting together parliament, conferred a statutory power upon the Secretary of State to issue letters patent of incorporation, and that was the beginning and end of his power; that was a power that meant a duty. So far as my understanding of the law is concerned, and the proposition is amply supported by authority, it is an un-disputed principle that when parliament confers a power upon an officer to be exercised for the benefit of third persons, and when parliament prescribes the conditions upon which that power may be exercised, then the officer to whom it is said: You may do these things, must do them if the conditions are carried out. If I required to I could cite ample authority for this position. I have cited the authority of the late hon. Secretary of State and I might add an authority which, in the eyes of the hon. member for Rouville (Mr. Lemieux), as in my own, and of all who know him, is a very conclusive authority, the present Lieutenant Governor and former Chief Justice of Quebec, Sir Francois Langlois. That being so, can anyone suppose that parliament meant to say to a Secretary of State: You may sit there and exercise your own absolute discretion; John Jones will come to you and half-a-dozen others and they will comply with all the provisions of the law, but you may sit back and say: I do not like the way you cut your hair and you shall not have letters patent, but Peter Robinson and his associates will come with hair of the proper cut and the Secretary of State will say: You can have your letters patent. It is not reasonable to conceive such a thing. When parlia-ment said to the Secretary of State: To every one who does such and such a thing you may give letters patent, parliament made it the duty of the Secretary of State to give such letters patent.

He is the servant of parliament, and parliament has said that certain companies may have letters patent, and the Secretary of State, in my judgment, does not do his duty when he undertakes to discriminate. So this to me was the position. It has been said that I advised this course. I did advise this course. I felt that I could not honestly advise any other; and it is no satisfactory reason to my mind, that people may consider their moral objection to the application of a law sufficient to justify the servant of the law in refusing to perform his duty. But I do feel, just as strongly as anybody who criticises the system under which these letters patent had to be issued, that that was a most undesirable system, and because I feel that strongly I have deemed it my duty to ask this House to put an end 10 this system It has been pointed out that my hon. friend the Secretary of State for having acted, myself for having advised, and this government, are open to criticism. I do not know to what extent the government can be held responsible, but apparently, it is felt that it may be open to criticism. For my part, I have only to say so long as I have the honour to occupy a seat in this House, and so long as I remain a member of the cabinet, I shall neither refrain from doing what the law makes it my duty to do, nor advise any one of my colleagues to refrain from doing that which the law enjoins upon him, merely because he, or I, or this government, may be subjected to criticism.

Mr. MACDONALD. Will the minister be good enough to tell us whether he received representations from any quarter asking him to pass this legislation?

Mr. DOHERTY. No. I received no representations from any quarter that I can I will be perfectly frank in think of. stating how I came to think of this. My hon friend the Secretary of State, finding this position confronting him, did consult me about it. I do not like after the criticism of my hon. friends, to say it, but if I have got to have one sentiment or the other, if I have got to be proud or ashamed of what I have done, I am quite clear that I am not a bit ashamed of it. But my hon. friend, the Secretary of State put this position before me, I felt it to be my duty to go into the question. I did so and I reached a conclusion which to me, left no ground for hesitation, as to what his duty was. When I reached that conclusion, it occurred to me at once, that it was our duty to find a remedy for the situation which existed.

Mr. LEMIEUX. The law is excellent. but my hon. friend should have precluded

the later associations from coming under the operation of the law, because I am quite sure that if the Minister of Justice asks this parliament and the Secretary of State, he will probably learn that there were strong objections from various bodies against the issuing of these letters patent. My hon. friend cannot ignore, servant of the law though he may be, the fact that strong representations have been made in this parliament against the number of race tracks that exist in our country, and the tendency of recent legislation has been to restrict to its utmost degree any such provileges. Notwithstanding that fact, at the very last minute, these powers are granted to two race track associations. The legislation as introduced by the minister is excellent. I approve of it, but the Bill should be framed in such a way as to exclude these two associations and send them to seek these privileges from parliament, or from the legislature of Ontario, because if I understand aright, strong objections were urged by some people against the issuing of these letters patent. Is that not the case?

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Mr. DOHERTY. I am not aware of any such representations since this government has been in power. I am quite aware of the movement, and the strong objections that were urged in the past. Had I been in a position to meet the demand that was then made, I would not have ignored it. If that demand has been ignored for the last three years, the responsibility must rest at the doors of those who could have met Had the demand been satisfied when it. it was made, and had legislation been enacted to give effect to that demand, it would have debarred these two associations from acquiring a right under an existing law and the evil would have been remedi-But for my part, as I have already ed. explained, I do not believe that it is a proper remedy, to deprive a man of his rights under an existing law, no matter how strong may be the objections to that existing law, no matter how respectable may be the people, who think that he should not be entitled to those rights.

Mr. HEPBURN. The section contains this provision:

And provided that as regards race-meetings held upon the race-course of any association incorporated after the fourth day of May, one thousand nine hundred and ten, the said race-course be located in or within three miles of a Canadian town or city having a population of not less than fifteen thousand people. Provided also that as to race-meetings at which there are trotting or pacing races

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for more than three days, on which racing may be carried on, in any one calendar week. and that no race-meetings at which there are trotting or pacing races are held on the same grounds for more than fourteen days in all in any one calendar year.

Do I understand from the Bill that towns or cities of less population than 15,000 people, could not have betting privileges on their race tracks?

Mr. DOHERTY. What the hon. gentleman has read is the provision of the law as it now exists, not as this Bill is making it. The Bill is not changing that in the slightest regard. That provision was enacted by this parliament in 1910, and it requires that race track associations incorporated under the Act, after it went into force should have their race tracks within a certain distance of towns of a certain population. I am not seeking to have that provision enacted, but merely to amend the law in the directions I have pointed out.

Mr. PUGSLEY. Surely I did not understand my hon. friend correctly, when he says that in some way it will be taking away the civil rights of these companies if parliament chooses to make the Criminal law applicable to them.

Mr. DOHERTY. I did not say that.

Mr. PUGSLEY. What the hon. member for Rouville asks, is that instead of making this exception applicable to companies, which after a certain date are incorporated by Act of parliament or Act of the provincial legislature, the date to be fixed instead of being 20th March, be the 1st day of January last. Where is the objection to doing that? The only effect to this Bill will be that those companies which have recently been incorporated would be free from the exception to the general provisions of the Criminal law. Surely this parliament has the right to make the Criminal lay aplicable to them if it wishes to. Surely we have the right to fix the date at which this Bill shall apply for the 1st of January, or whatever date we like. It does seem to me that there is no hardship upon these people in compelling them, having recently received their letters patent, to obey the provisions of the Criminal Law, just as companies may in the future be incorporated by letters patent, must come under the provisions of the Criminal Law and he free from this exemption. I do not see why that should not be done. It would certainly be in the public interest. These companies will have nothing to complain of for, presumably, they have acquired no property, they exclusively, no such race-meeting continues have invested no money, they have not es-

When did they tablished race courses. actually receive their letters patent?

Mr. DOHERTY. I stated before, on the 18th of March. As I see it, that date has absolutely nothing to do with it; it is simply a question of principle.

Mr. PUGSLEY. The application of these associations has been before the department in one case for two years and in another case for more than a year and refused by the former Secretary of State. But four days ago, I presume after notice was given of this Bill, and therefore after par-liment had begun to take action—

Mr. DOHERTY. More than that, I would not introduce this legislation until these applications had been acted on in accordance with the law as it stood.

Mr. PUGSLEY. Very well, let these letters patent go; but make the law applicable to these companies as well as to others in the future.

Mr. DOHERTY. The law is applicable now to all, save that hereafter corporations receiving these privileges shall be incorporated either by parliament or by the legislatures.

Mr. PUGSLEY. But does not the hon. minister see the difference? Companies incorporated years ago have invested money and acquired property. They have vested rights. But these recently chartered companies have not invested a dollar. All they have done is to employ a lawyer to prepare their application and pay a fee to the Sec-retary of State. Surely, we have the right to make the Criminal Law apply to them.

Mr. DOHERTY. This is a government that thinks it has a right to do only what it ought to do.

Mr. PUGSLEY. Surely, it ought to do what is in the public interest; ought to do what will promote public morality and put down as far as possible these deplorable practices of betting and gambling in connection with racing. Why should not the law prevent, as far as possible, in connection with these two new associations, the growth of this evil which parliament is seeking to lessen? The hon. minister seems to think these people have some sort of right to get a charter. But there is no legal wrong without a legal remedy. If these people have a right to letters patent and that right has been refused, there must be a remedy. The former Secretary of State refused these letters patent. Could a mandamus be obtained?

Mr. DOHERTY. I do not wish to discuss that, but I may tell the hon. gentle-man that there is very high authority for obtained. But the government should obey the law, even if there be no courts or policemen to compel obedience. If the law is clear, then we ought to do what the law clearly tells us.

Mr. PUGSLEY. As I read the law, there is no legal right without a legal remedy.

Mr. DOHERTY. I have read it the other way-there is a remedy wherever there is a right.

Mr. PUGSLEY. No man can have a legal right unless there is a penalty attached to the refusal of that right. If there is no power to compel the Secretary of State to grant letters patent, it must be in his discretion to grant them or to refuse them. Sure ly the hon. minister will admit that all that parliament intended to do was to allow the Secretary of State, as one of the high officials of State, to do what parliament might do; in other words, give to the Secretary of State the power to grant letters-patent previously granted by parliament. If the Secretary of State thinks it is not in the public interest to grant the charter applied for, I do not think there is any power on earth to compel him to grant it. But even though my hon. friend (Mr. Doherty) thought it was the duty of the Secretary of State to do what the former Secretary of State had refused to do, surely there is no moral obligation on the part of parliament to so frame this law as to protect these two companies that have got their charters only at the last minute. Parliament is not bound to allow them to carry on racing for a hundred days in a year or any other time.

Mr. DOHERTY. They are not given the privilege of carrying on racing differently from anybody else. If the hon. gentleman (Mr. Pugsley) thinks otherwise, he quite misapprehends the nature of this measure. But they were incorporated before this Bill was introduced, and they are on the same footing, as regards carrying on racing, as every company ever before incorporated, and on the same footing as every other company to be incorporated in the future, except that those incorporated in the future, to secure these privileges, must be incorporated by Act of the legislature or by Act of parliament. There is nothing in this Act that takes these companies out of the operation of the criminal law.

Mr. PUGSLEY. But why give these companies

Mr. DOHERTY. Simply because we could not make the law apply before. The difference between my hon. friend and myself is this: He seeks to give retroactive effect to this legislation, and I do not think we ought to give it retroactive effect. I do man that there is very high authority for not say there is no power in parliament to the position that the mandamus could be enact retroactive legislation, but I do say that, save in the most exceptional cases there can be no greater injustice than the enactment of retroactive legislation. What the hon, member is arguing for is that the party who brought his suit two years ago, when the law recognised his right to what he asked for, should have his action dismissed to-morrow because to-day we pass a law to take that right away. And this we are asked to do in the name of morality.

Mr. GRAHAM. That sounds like Ontario law.

Mr. PUGSLEY. It shows to what great length my hon. friend (Mr. Doherty) is driven when he compares the presentation of a petition for letters patent to the commencement of a suit in the courts.

Mr. DOHERTY. It is the exercise of a right.

Mr. PUGSLEY. But see how different it If it had been a lawsuit, surely some is. action could have been taken to compel the former Secretary of State within the last two years to act upon the petitions. But there is no analogy between the two cases. In one case a man is proceeding to assert his right which the law gives him by going into the courts and seeking legal remedy. But here parliament gives to the Secretary of State the power to grant letters patent. It says he 'may' grant them. I agree that sometimes the word 'may' is to be construed as 'shall'—as imperative. But in this case I think the word is permissive, the Secretary of State 'may' grant the letters patent. At all events, I think my hon. friend would have been doing his full duty to these applicants if he had said: Well, we will let the Secretary of State, in the exercise of his judgment, refuse to grant your application if he does not think it would be in the public interest to do so. Now, when we are going to change the law, if you gentlemen want to get incorporated and come under the provisions of the very advantageous exceptions which are in the law, all you will have to do will be to come to parliament or to the provincial legislature and get incorporated. Instead of doing that, my hon. friend seems to be so desirous that no injustice should be done to these people, so desirous of undo-ing what the late Secretary of State had done, that he rushes through the granting of letters patent, or holds back the legis-lation of this parliament until they get their letters patent, and then he gives to them the privileges which are to be denied to other people in the future, and that, notwithstanding that these people have not a dollar of invested interest, have not, so far as appears, a dollar's worth of property, and will have no ground of complaint if they are sent to parliament or to the legislature for incorporation.

Mr. DOHERTY.

Mr. MACDONALD. I was much interested in the doctrine laid down by the Minister of Justice to the effect that where parliament, under a statute, has laid down certain preliminary conditions to be followed, that may or may not be performed by a minister of the Crown to whom the power is given to deal with this subject. In such a case the minister is bound to act if the conditions set out in the statute have been complied with by the applicants. I am putting the principle as a general one.

Mr. DOHERTY. I put another condition, that where the power is conferred in the interest of certain classes, of third persons.

Mr. MACDONALD. That does not interfere with the general principle I am stat-Hitherto I have been of the opinion ing. that a minister of the Crown, being an executive officer, had reposed in him cer-tain inherent discretion, and where the language used by parliament was that such a minister may or may not do certain things, in the exercise of that discretion he might be responsible accordingly. Now, take for example, the Bank Act. The Bank Act lays down distinctly the preliminaries which parties who hold a bank charter have to comply with before the Minister of Finance gives them a certificate. The procedure is not very involved, is no more difficult than what applicants for a charter under the provisions of the law relating to joint stock companies have to follow when they come to the Secretary of State. Does the Minister of Justice hold that the principle he has enunciated with regard to the powers of the Secretary of State are the same when we come to apply them to the Minister of Finance in the case I have suggested?

Mr. DOHERTY. This appears to be a first class in catechism. I would like to look at the particular statute before stating my opinion upon the stated case. I desire first to point out that before I expressed myself with regard to this particular statute as affecting the action of the Secretary of State I was careful to examine that statute. I do not want to be bound with regard to the effect of another statute without having it before me. My impression would be that, if the Bank Act lays down and prescribes definitely what the applicants for the charter must do in order to be entitled to their certificate, if they had done those things it would be the duty of the Treasury Board to issue the certificate. Now I say that, assuming the hon. member to have stated the statute exactly. He will agree with me that a question of this kind very much depends upon the wording of the statute. And that is why I was particular to point out that, in putting the con-dition to my proposition, it applied in cases where the power was conterred in the in-

terest of third persons. It is a very different matter if the power was conferred in the interest of the state, or of the people, or of the government as representing them, and to be exercised for their protection against third persons. Then you would have a wholly different situation. But where the power is conferred to do something for third persons upon condition that those third persons do certain things, my opinion, whatever it is worth, would be that it is not lawful for the public officer to whom that power is given to refuse to exercise it.

Sir WILFRID LAURIER. Do you call a minister of the Crown an officer?

Mr. DOHERTY. Under this statute · which says that a duty is imposed upon the Secretary of State, what we usually call a ministerial duty, he is the officer whom parliament has designated to do these things when the conditions which parliament has laid down are complied with.

Mr. MACDONALD. My hon. friend has stated what I have thought was the logical deduction from the proposition which he was making. The Secretary of State is a functionary with administrative powers, he is hardly an officer in the sense my hon. friend used the word.

Mr. DOHERTY. He has a ministerial duty in a sense as distinguished from the discretionary duty or judicial duty imposed upon him by that statute.

Mr. MACDONALD. But when the statute does not prescribe any third person, but singles out a minister of the Crown who is a member of this parliament, and a member of the administration, and responsible to parmament for his official acts, there you are dealing with a case in which parliament has committed the responsibility to him, a different proposition alto-gether. The rule which my hon. friend has laid down in that respect is modified, he says, according as to whether the Act to be done is one which is in the interest of the public, or of third parties, or to be in the protection of the rights of the people, or of parliament. That makes a very thin line to justify my hon. friend's position. The granting of letters patent, while on the face of it, is a right and duty which is conferred upon the Secretary of State in order to enable corporate bodies to be constituted nominally for the benefit of the party who asks for it, is also for the benefit of the public as represented by parlia-ment which confers the right upon the minister. The same principle applies to the case of a bank. Parliament creates certain people into a corporate body and gives them a charter to carry on the business Mr. MORPHY. Mr. Chairman, I have of banking. It says, however, that before listened with a great deal of interest to

these people who are created a corporate body can exercise their rights and duties and enter into the business, they must come to the Minister of Finance, they must comply with certain preliminary con-ditions set out in the Act, and the Minister of Finance and the Treasury Board, who occupy the same position in the argument of my hon. friend as does the Secretary of State, are officers, according to him, to look over and see whether the preliminary statutory requirements have been complied with.

If these arrangements have been complied with, according to my hon. friend the Minister of Justice, then it is the duty of the Treasury Board to grant to the parties who had this right under a bank charter, a certificate to do business and they cannot help themselves. He suggests that it would be open to the parties who stood in that position to go to the courts and obtain a mandamus to compel the parties, as part of the duty which they have to perform as officials under the Bank Act, to grant the certificate. If the argument of the Minister of Justice is good, then a large amount of eloquence that has been expended in this House in previous parliaments in regard to the action of of the Treasury Board with reference to the Farmers' Bank has been strangely misplaced.

Mr. BLAIN. The Treasury Board, or the Minister of Finance, was notified that in preparing the case there was something illegal and wrong.

Mr. MACDONALD. My hon. friend (Mr. Blain) is discussing a question of fact in relation to this, with which I do not propose to deal. We are discussing a question of law. If the element suggested by my hon. friend be a factor in regard to the matter then the Secretary of State had ample notice, by the failure of his predecessor for two years to deal with this question and by other conditions that must have been apparent to him, that there was a question existing as to the wisdom of granting these letters patent, That, however, is beside the case. I un-derstand the Minister of Justice laid down the principle that in the case of the Treasury Board, just the same as in the case of the Secretary of State, they are officers of the government who, when the statutory requirements precedent to the conditions under which the respective persons, either the Treasury Board or the Secretary of State, are acting, have been complied with, it is the duty of either of these bodies in each particular case to act and that as a matter of fact the provision of the law is that they shall act.

the arguments which have been presented here and I think that the hon. member for Pictou (Mr. Macdonald) has settled the question absolutely. As I understand the law in regard to the issue of letters patent by any government, whether local or federal, it provides that there must be a certain petition signed by a certain number of people, certain affidavits presented, certain payments on stock shown and certain fees paid and, upon that information being presented according to the rule, the officer of the law must grant the charter unless anybody can show that there is a provision in the statute that says he must not. The statute must be automatically put into operation by the officer acting under its authority, in this case, the Secretary of State. The hon. member for Pictou draws a very unfortunate parallel, from my point of view, in his argument. He says that by analogy the Bank Act provides that before the certificate under section—I forget the number at the moment-can be issued to the bank authorizing it to commence to do business certain things have to be done. That is long after the charter has been issued, that is after the Provisional Board has been organized, the capital subscribed and the statutory declaration presented to the Minister of Finance to the effect that all the conditions have been complied with. But, the charter was issued long before that. The condi-tions are not similar, but, taking the argument as it is, I wish to point out that in this particular application for a charter there is no man standing behind anybody who must do anything after the charter has been issued. My understanding of the law—it may not be as vast as that of hon. gentlemen who have had more experience—is that it is a perfunctory duty, a ministerial duty, that the statute means that it must practically be complied with by those charged with its enforcement the moment that all the provisions of the Act have been com-plied with. There is one argument that strikes me here as peculiar in connection with the attack which has been made upon the granting of these charters. I do not know much about the conditions under which they have been granted, and I desire to approach the matter in an abstract way. I do not know the people, I do not know why they were refused these charters. and I do not know whether they ever were refused, but the argument was that the Minister of Justice has, in his capacity as such, rushed in to sign the charters, or permitted them to be signed, when the hon. gentleman (Mr. Murphy), without any shadow of law, had left them unsigned Mr. MORPHY.

the interests of those who were applying for these charters.

Mr. PUGSLEY. Very terest of public morality. Very much in the in-

That raises another Mr. MORPHY. point. I followed the hon. member for St. John while he was preaching to us about morals in his suave and splendid way, but am not sure that he was altogether serious. I do not find anything on the face of the charter which indicates to me that the men who have signed the petition are not honourable men. Does the hon. gentleman claim that they are dishonourable?

Mr. LEMIEUX. They are quite honourable. We know they are honourable, but gaming and betting are things which should be restricted as much as possible.

Mr. MORPHY. Of course, I am not here to champion gaming or betting. I am as-suming to approach this question from the point of view of the abstract. The princi-ple is a serious one. The hon, member for Pictou says that there should be a discretion in the Secretary of State himself to refuse or grant a charter as he pleases. I ask him where that principle would carry the government of this country. A Secretary of State who had some pique or anger against a coterie of men who desired to obtain a charter could sit down in the privacy of his own office and say: I will not let you have it for personal reasons. This reduces the hon. gentleman's argument to a very absurd level, and I am surprised that a gentleman of the legal attainments of the hon. member for Pictou should advocate such a dangerous princi-ple and try to reduce the conduct of public business to so low a level. I dare not discuss the question which my hon. friend approached in regard to the analogy of the case of a certain bank. I would like to say something about that, but I think that probably good policy and good manners would naturally restrain any one from discussing a case that a commission has been appointed to deal with. I feel that the argument of the hon. Minister of Justice is absolutely unanswerable, and that it has not been answered. The duty is one which the statute imposes, and unless parliament enacts a measure amending the Joint Stock Companies Act so as to incorporate a clause which will take away the duty that the Act now gives the Secretary of State, there is no other thing to do than to grant a charter when application is made under such conditions as were pres-ent in this case. Therefore, I say that in this case the Secretary of State could not have done anything else than grant these charters. The moral question the governfor over two years, to the utter neglect of ment must be responsible for. The ques-

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tion of morals may be applied to many measures that go through this House. I venture to say that there have been hun-dreds of charters granted by this parlia-ment which might have been objected to upon moral grounds. I submit, therefore, that there is no reason why these particu-lar charters should have been singled out or why the minister should have been singled out for attack in a case where, to my mind, as a young man in this House. I can see that he has only followed what was his plain everyday duty to allow these charters to issue, especially as we have the testimony of the hon. member for Rouville (Mr. Lemieux) that the applicants are straightforward, honourable men, and there has been nothing shown here why they should wish to conduct their business in an immoral way.

Mr. LEMIEUX. Does not my hon. friend realize the feeling there was in his own province when the Miller Bill came before the House?

Mr. MORPHY. Where is Mr. Miller now?

Mr. LEMIEUX. Mr. Miller is not in public life, but he was a credit to parliament and I dare say he represented public opinion better on this question than does the new member who has spoken.

Some hon. MEMBERS. No.

Mr. BLAIN. My hon. friend from Rouville (Mr. Lemieux) has taken the ground issue the letters patent by law? as I understand it, that there will be one Mr. GRAHAM The Secretar law applicable to all race tracks that are in operation now, including the two to which reference is made.

Mr. LEMIEUX. Yes.

Mr. BLAIN. And another law applicable to those which hereafter may be incorporated.

Mr. LEMIEUX. No. Let me explain that I am in favour of this legislation because the Minister of Justice is simply making clear what was heretofore confused, but I say that we are giving this privilege to two associations which have obtained letters patent on the 18th of this month, and which otherwise would have to come before parliament or before the legislature of Ontario for these privileges. I say that this law should be made retroactive so as to force these two associations to come to parliament, and thus we will ascertain whether or not public opinion is in favour of increasing the number of race tracks in this country.

Mr. BLAIN. According to the doctrines of the hon. member from Pictou (Mr. Macdonald) the government would be com-pelled to grant the charter, and in that re-spect it would make no difference.

Mr. GRAHAM. I do not know much about the law in this case, and I will not discuss it from that standpoint, but, there was a case which arose in the Railway Department in which it was claimed by a certain company that all they had to do under the statute was to file certain plans . and the minister must approve of them, and the road designated in these plans could be constructed without getting formal approval as the statute requires now. The minister of that date said he would not do it and the constitution was not wrecked, but the public got some benefit by having the competition of another railway. And so it may be in this case. Some two years ago an agitation in preference to this race track question culminated in a law passed by this parliament, which was more or less of a compromise on the question. Public Public opinion all over Canada, speaking particularly for Ontario, was aroused to a high pitch on this question of race track gambling. The then Secretary of State was criticised in this House, in the press, and on the public platform, for granting letters patent to an association which, his critics said, should have been refused. If 'Hansard' is consulted, I think you will find some criticism in this House made by hon. gentlemen who are now supporting the issuing of these letters patent.

Mr. DOHERTY. Did not the then Sec-retary of State say that he was bound to

Mr. GRAHAM. The Secretary of State of that date said that the statute was there and that it was his duty to carry out that statute, but that was not taken as a sufficient reason by gentlemen on the oppo-site side of the House and they told him that under the conditions he should not have granted these letters patent. Now, one of these applications has been in for two years and the other for several months, and by their being not granted the constitution was not wrecked and no harm was done to anybody. What cat-astrophe could overtake the constitution if the issue of these letters patent was re-fused for ten days longer? I wild accept the argument of the Minister of Justice as absolute from his standpoint, but the public will inquire why it is that these letters patent were granted within a few days of this legislation, which would have prohib-ited them from being granted in that way. We are here as makers of the law; we are here as makers of the ministers who ad-minister the law; the members of the Cabinet are subservient to this parliament.

Mr. DOHERTY. They must speak through the law.

Mr. GRAHAM. Speaking of either law or policy. This parliament is all-supreme.

The people will ask the member for Peel (Mr. Blain) when he returns home: Did you support the granting of these letters patent, and he will answer: Yes, I spoke in favour of that. They will ask him why, and his answer will be: The law was there. They will say: But the former Scoratory of State did not event these or Secretary of State did not grant these ap-plications, although the same law was there and nobody was hurt by his not doing so, and they will further ask why these letters patent were rushed through at the last moment and granted on the 18th of March almost simultaneously with an Act being introduced in this House against the granting of such letters patent. The reason which the public will give for this is that the promoters were afraid their request would not be granted if they had to come to this parliament for a charter. That is what is in my own mind, and I cannot blame the public for taking the same view. I think the reason these letters patent were rushed so rapidly at the last moment is because race track gambling-I speak particularly of Ontario-is very unpopular, and that is the view the people will take of it. The public will come to the conclusion that the reason these letters patent were granted within three or four days of a statute being passed saying that hereafter in the interests of the country such a thing shall not be done in the future, is that the applicants fear they could not get charters from the representatives of the people, if they applied to parliament.

Under these circumstances I think it would be wise and no injustice would be done to any persons if these gentlemen were told: Parliament is the supreme power for the Dominion, the legislature is the power for the province; the government and parliament have come to the conclusion that if any other race tracks are to be established in Canada they cannot be established except by the consent of the voice of the people expressed in parliament or in the legislature through their representatives.

Mr. PUGSLEY. I beg to submit an amendment carrying out what I think is the view of parliament as expressed when the Miller Bill was under consideration and what I think is the view of a large majority of the people of Canada. I move to substitute 'first,' for 'twentieth' in line 16, page 1, of the Bill. The effect of that would be that these exceptional privileges shall apply to companies incorporated in eny manner prior to the first day of March, instant.

Mr. BLAIN. What are those exceptional privileges?

Mr. PUGSLEY. That betting may take having been incorporated by letters patent place on the race track. The law is very since that date except these two companies Mr. GRAHAM.

liberal as to racing associations. It permits betting and book-making, and selling information to enable men to carry on their book-making in the case of racing associations incorporated by this Bill prior to the 20th day of March instant, but by my amendment prior to the 1st of March instant. These privileges would not exist on racing tracks owned by private individuals.

Mr. DOHERTY. Does the hon. member say that associations to be incorporated in the future will not have the same privileges?

Mr. PUGSLEY—Not unless they are incorporated by Act of parliament or Act of a legislature.

Mr. DOHERTY. It is a change in the method of incorporation.

Mr. PUGSLEY. And what is the reason for that? The reason is that people will have an opportunity of coming before parliament or the provincial legislatures and being heard and then parliament or the provincial legislature will, in the exercise of its judgment, determine whether or not it is in the public interest to grant the charter.

Mr. BLAIN. Have not the public the right to come under the present law and enter their protest?

Mr. PUGSLEY. The difficulty is that the public do not get information of applications for charters. Letters patent are obtained from the Secretary of State without notice to the public.

Mr. DOHERTY. That is what we want to make impossible for all time to come.

Mr. PUGSLEY. And according to the view presented by my hon. friend the Minister of Justice it would not make any difference if they did come because the Secretary of State would be obliged to grant the charter all the same. In New Brunswick two weeks' notice must be given in the 'Royal Gazette' of an application for letter's patent and in that way the public have an opportunity of knowing that an application is to be made and of presenting their views. I do not know how it is in Ontario or in the other provinces of Canada. The effect of my amendment would be to put back the date from March 20 to March 1. That would do no possible injustice to any association which has actually gone into operation and we cannot conceive that between those two dates any company will have bought property, established a race course and incurred liabilities so as to give it any vested rights; in-deed we are not informed of any company having been incorporated by letters patent

whose applications have been lying dormant for two years and whose letters pa-March. It is not conceivable that they have expended any money in buying pro-perty or have acquired any vested rights. The only effect of that will be to compel these two companies, whose applications were refused by the late Secretary of State, either to come to this parliament or to go to the legislature of Ontario to get their charters, as all companies will have to do in the future if this Bill passes, in order to avail themselves of the exceptions which are contained in the Act. The only effect will be to place companies which have got charters since March 1, in the same position as companies which may seek to be incorporated in the future.

My hon. friend says he is opposed to retroactive legislation. He cannot be se-rious in that because this very Bill is retroactive in its character. This Bill is only being considered on this 22nd day of March and yet it dates back to the 20th day of March. My hon, friend was very careful not to date it back to a period antecedent to the granting of these char-ters to these favoured gentlemen. Would the minister not strain a point and put it back from the 20th of March to the 17th of March? That would be a good day, it is a day of great events. Does not my hon. friend see that he himself by the terms of this Bill is proposing retroactive legisla-tion? Even if we all hurry as much as we can this Bill cannot become law for ten days or two weeks and it will be retroactive in its character. Suppose that to-day letters patent were granted by the Lieuten-ant Governor in Council of Ontario or of Quebec, or were granted yesterday by the Lieutenant Governor in Council of any one of those provinces, this Act cuts away their privileges and is retroactive as to them. If letters patent are granted by the Lieutenant-Governor in Council of any province in Canada up to the day when this Bill comes into effect when this Bill comes into effect and becomes law, it will be re-troactive as to every company which may get a charter from any provincial govern-ment from the Atlantic to the Pacific. My hon, friend cannot say he is opposed to retroactive legislation because he is making this Bill retroactive by its very terms.

It does seem to me that there should be no objection to making this Bill a few days more retroactive, and making it go into force on the 1st of March. The minister can justify that upon principle, be-cause he can say that in the case of companies which were incorporated last year, or the year before, or months ago, they may have, and probably they would have,

rights; but if we simply date the coming into force of the Act back to the 1st of March as I would propose, we will not affect any company that is likely to have made any investments and. therefore, had any vested rights. It appears to me that my hon. friend would be meeting public sentiment if he acceded to this amendment. As has been al-ready said, there has been no harm done by the applications, made in the vicinity of two years ago, being refused by the late Secretary of State. But public opin-ion now is irresistibly in favour of com-pelling these companies to come to parliament or to the provincial legislature. If the companies in question are what my hon. friend is led to believe they are, why not say to them: You will have to go to parliament, or to the provincial legislature, to get your corporate rights con-firmed? That is all the effect my amend-ment will have. It will be moving in the direction of public morality, it will be moving in the direction of putting down to a certain extent—possibly to a limited extent, but even although limited none the less requiring to be dealt with—these gambling tendencies which are becoming all too prevalent upon the race tracks throughout this country. I remember, Sir, only a year or so ago being in British Columbia, and I saw there the races going on every day upon one of these tracks. I was told that young men were going there day after day and betting far more than they could afford to lose, and incalculable evils were resulting from the gambling there carried on. And so it has been all over this country. Let us therefore, do what will have the effect of leaving the matter just as it was when the late government went out of office, and let us provide that any company which, after the first day of March instant, seeks to do business in this country, must go before parliament or before the provincial legislature, where the matter can be fully threshed out, where people who have any opposition to urge can be fully represented, and where the legislatures can properly deal with the matter. say to my hon. friend in all kindness and with the utmost sincerity that if he insists upon making this Bill retroactive only to the 20th of March, the public will believe that he fix-ed that date in order to allow these two companies, whose applications were refused by the late government, to come in and avail themselves of privileges which no other similar company in Canada in future can obtain unless it comes and applies either to this parliament or to a provinmay have, and probably they would have, made certain investments in property and, therefore, had certain vested

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applies to companies incorporated by letters patent at any time after the 20th March last, let me ask him in the name of public morality, in the interest of the people of Canada who are desirous of minimising as far as possible the evils of gambling, to make this Bill a little more retroactive, at all events, to the first day of March.

Mr. MACDONALD. Before the amendment is adopted I want to say a word in reply to my hon. friend from Perth (Mr. Morphy) upon the question which arose in connection with the position taken by the Minister of Justice. The hon. gentleman seemed to think that what we were discussing was simply and solely the question as to the granting of a charter by one or other of the different branches of the government. What we were discussing was the question of performing the statutory duty which was assigned to the Secretary of State in one case, and to the Treasury Board in the other case. The Minister of Justice had laid down what the rules, rights and duties of the Secretary of State were in the one case and I was endeavouring to argue that the rights and duties of the Secretary of State in that case, and the necessity for him to act, were no greater or no less than those of the Treasury Board under the provisions of the Bank Act. In order that we may see how the distinction comes in between the two I will read to the committee the section which deals with the powers of the Secretary of State. These are enumerated in section 10, chapter 79, revised statutes of Canada. The section is as follows:

Before the letters patent are issued, the applicants shall establish to the satisfaction of the Secretary of State the sufficiency of their application, and memorandum of agreement and the truth and sufficiency of the facts therein set forth, and that the proposed name is not the name of any other known incorporated or unincorporated company or one likely to be confounded with any such name; and for that purpose the Secretary of State shall take any requisite evidence in writing by oath or affirmation or by solemn declaration and shall keep of record any such evidence so taken.

So that as part of the duties of the Secretary of State, under the responsibility put upon him by the statute, is that of exercising the functions of a judge, of deermining the weight of evidence which may be submitted to him under the Act, and I apprehend that the Minister of Justice gave his opinion as to what the functions and powers of the Secretary of State were, in view of the statements contained in section 10.

Mr. HAGGART. Do you think that the powers of the Secretary of State are judicial under that section?

Mr. PUGSLEY.

Mr. MACDONALD. I think the power of any functionary, Secretary of State or otherwise, who takes evidence becomes judicial 'ad hoc' in regard to the particular thing upon which he has had the evidence taken and submitted to him for decision. He must surely exercise some view and determining power in regard to the evidence when it is taken before him, otherwise he would not be given the responsibility of taking evidence. 'Then section 15 of the Bank Act, chapter 29, is to the following effect, and you will notice the similarity of the language in regard to what shall or shall not be done:

No certificate shall be given by the Treasury Board until it has been shown to the satisfaction of the board, by affidavit or otherwise, that all the requirements of this Act and of the special Act of incorporation of the bank as to the payment required to be made to the minister, the election of directors, deposit for security for note issue, or other preliminaries, have been complied with, and that the sum so paid is then held by the minister.

The power to take evidence under oath is not given to the Treasury Board, you will notice, whereas it is given to the Secretary of State. So that wider jurisdiction apparently exists in the Secretary of State in the one case, than in the other.

Bill reported.

Mr. DOHERTY moved the third reading of the Bill

Mr. LEMIEUX. At the next sitting of the House.

Mr. PUGBLEY. The Bill having had its second realing, must stand.

Mr. SPEAKER. Where a Bill is reported from the Committee of the Whole, without amendment, the House may determine the time when it shall be read the third time.

Sir WILFRID LAURIER. The rule is also that no Bill can take two stages on the same day, and this Bill was read the second time to-day.

Mr. SPEAKER. I speak of the rule with reference to Bills reported from Committee of the Whole House.

Mr. BORDEN. It may be that that rule applies only where a Bill is in committee and reported without amendment. If there is any objection to the Bill being read the third time to-day, it should stand.

Bill allowed to stand.

## PRISONS AND REFORMATORIES ACT AMENDMENT.

Bill (No. 166) to amend the Prisons and Reformatories Act-Mr. Doherty-read the second time, and House went into committee thereon.

On section 1,

Mr. DOHERTY. The object of this Bill is to apply to an industrial home for girls, which the British Columbia legislature has just made provision for establishing, the provisions now existing in the Prisons and Reformatories Act and applicable to similar institutions in Quebec, Ontario and Manitoba. Each of these sections is the reproduction of a section already applicable to one or more of these institutions.

Bill reported and read the third time and passed.

#### EXCHEQUER COURT ACT AMEND-MENT.

Bill (No. 168) to amend the Exchequer Court Act—Mr. Doherty—read the second time, and the House went into committee thereon.

On section 1,

Mr. McKENZIE. What is the effect of this? I have not seen the Bill.

Mr. DOHERTY. It provides for the ap-pointment of an assistant judge of the Exchequer Court, who shall have all the powers of the judge and act in conjunc-tion with him. There is also provision in the second section withdrawing from the registrar and giving to the assistant judge such power as the registrar now has of hearing chamber matters and dealing with them. The reason of that is that, with two judges, it is considered that it will at all times be possible for the assistant judge to deal with those matters that were previously dealt with by the registrar. ously dealt with by the registrar. And it is hoped by making this provision to bring about a situation in which in the future the registrar, being relieved of these duties will be able, without the assistance of a deputy, to perform the duties that remain to him, and in this way when circumstances make it possible to dispense with a deputy we shall have the advan-tage of an additional judge with very slight additional expense.

Mr. McKENZIE. There is a peculiarity about the Exchequer Court Act and the Admiralty Court which I would bring to the attention of the Minister of Justice in hope that he may be able to remedy the difficulty. The Exchequer Court Act makes the officers of the Supreme Court, including the sheriff, officers of the Exchequer Court. The Exchequer Court is converted by another Act into the Admiralty Court. But it is not provided so clearly that the officers of the Supreme Court shall be officers of the Admiralty Court thus created. There is some doubt upon this

point, and if the minister could make that clear, in this or in some other Act, it would remove a difficulty that now exists.

Mr. DOHERTY. The matter had not previously been drawn to my attention. I will look into it and see whether it calls for a remedy, and whether it can be remedied this session or later.

Mr. LEMIEUX. Again I call the attention of the minister to the present registrar of the court, Mr. Audette, who, it seems to me, has better claims than any one else to the position which is now created under this Bill. Of course, I have no brief for Mr. Audette, I have no right even to suggest to my hon. friend that he should select any particular man. I know that many members of the bar are quite able to fill this position. But I think regard should be had to the very eminent services rendered by Mr. Audette during the last quarter of a century. Indeed, he has travelled all over the Dominion, and I am quite sure that his ability, his integrity, and his science have saved to the Ex-chequer large sums of money. He has been in that respect a most valuable officer of the Crown, and it does seem a little unfair that, after he has served the Crown for so many years, and with so much ability, he should be passed over by some intruder, after public opinion has clearly indicated for years that if this position was ever created Mr. Audette should have the first choice. I simply throw out this the first chance. I simply throw out this suggestion to my hon. friend, in the hope that he will consider favourably the jus-tice of Mr. Audette's claims. On the main question itself, I think this provision will be of great service to litigants, especially in the province of Quebec, to those who do not speak the English language. They will find now a judge who will be able to listen to their grievances, listen to the evidence given, and render judgment in their own language. I say this, subject always to the comments I have already made regarding Mr. Justice Cassells.

Mr. DOHERTY. I will be glad to consider the suggestion of the hon. member. I realize how valuable such suggestions are coming from him in regard to this matter.

Bill reported, read the third time and passed.

# RAILWAY SUBSIDIES.

House went into committee to consider certain resolutions respecting the granting of subsidies in aid of the construction of lines of railways therein mentioned.

Mr. COCHRANE. The first 22 resolutions are re-votes.

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4. To the Ha Ha Bay Railway Company for the following lines of railway:-(a) from a point on the Quebec and Lake

- (a) St. John railway in the township of Jonquières, at or near St. Mathias, to Ha Ha bay; not exceeding 20 miles;
  (b) from Labrosse Junction to the Saguenay minute rational for the same and the s
- river, northerly through the town of Chicoutimi; not exceeding 5 miles;
- (c) from La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles; (d) from a point on the Ha Ha Bay rail-
- way, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

the said subsidies sub-items (a), (c) and (d) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (b) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (g); not exceeding in all 40 miles.

Sir WILFRID LAURIER. I am under the impression that there is a change here in regard to the Ha Ha Bay railway.

Mr. COCHRANE. I forget what length was provided for in the old subsidy.

Sir WILFRID LAURIER. Then let this item stand for information. I think there is a variation in the conditions which were imposed in the last statute. The route of the road seems to be altered.

Mr. COCHRANE. The route was O.K.'d down to the wharf.

WILFRID LAURIER. It was to Sir pass through the village of La Terrière. These words seem to be left out.

Mr. LEMIEUX. If I remember well the railway was to start at Ha Ha bay and run through Jonquières via La Terrière.

Sir WILFRID LAURIER. Let this item stand, and we will send for the statute in the meantime.

Item allowed to stand.

5. For a line of railway at or near Ste. Agathe des Monts station towards the town-ship of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the sub-sidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

Mr. LEMIEUX. None of that has been built?

Mr. COCHRANE. I believe that the line provided for in No. 4 has been built.

Sir WILFRID LAURIER. That is the reason why I asked No. 4 to stand. A good deal of work has been done, and I think

(a) from St. Joachim, northeasterly; not ex-

(a) from a point 62.8 miles;
(b) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107.2 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

Mr. LEMIEUX. I would like to ask the Minister of Railways what information he has with regard to the progress of the con-struction of the railway from St. Joachim northeasterly?

Mr. COCHRANE. I do not know how many miles are constructed, but I know that a part of it has been built.

Mr. GRAHAM. With reference to para-graph (b); in the former statute, was this subsidy divided as it is here?

Mr. COCHRANE. I think so. My law clerk checked up these subsidies and in-formed me that everyone of them is the same as previously voted.

Mr. GRAHAM. The amounts may be the same. I was told that with respect to one of these roads-I do not remember which one at the moment-for which a subsidy was granted, the subsidy has been divided into two sections.

Mr. COCHRANE. That may be. They had the right to build 170 miles, and I do not think they wanted a subsidy voted for the whole mileage.

Mr. GRAHAM. The difficulty arose in this way, that if they built only one sec-tion they could not get paid the full subsidy because they had not completed the entire length of the road. They want to be in a position to build one section and receive the subsidy for that section before they proceed with the other.

Mr. COCHRANE. I am sure that this is the road. We have not been able to pay them a dollar on it.

Mr. GRAHAM. They could not collect a subsidy under the former contract. If that is the road I have no objection to it. I did not know which one it was.

Mr. COCHRANE. This is the one, and they have not been able to get a dollar out of it.

9. For a line of railway from a point at or near Montreal to a point at or near mile 837 west of Moncton on the National Transcon-tinental railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

Mr. LEMIEUX. Is this the proposed extension of the Grand Trunk Pacific to Montreal?

Mr. GRAHAM. If I remember correctly, it was voted to any company, and there was an application for a subsidy contract. I do not know whether any contract was made or not, but if the subsidy runs out this year it will have to be renewed.

Mr. EMMERSON. A Bill went through the Railway Committee, I think yester-day relating to a line of railway which it is proposed to run from Montreal to Lake Victoria to connect with the Transcontinental. The Bill was entitled the Montreal and Transcontinental railway. The Bill The Bill went through with a suggestion to change the name, objection being taken to the word 'Transcontinental,' and there were substituted therefor the words 'Lake Victoria.' I assume that that railway would perhaps cover the ground mentioned in the subsidy.

Mr. COCHRANE. That would practically cover it, but there has been no agreement made with any company.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway :-

- (a) from Sault Ste. Marie to a point on the Canadian Pacific railway between White River and Dalton stations in the district of Algoma; not exceeding 200 miles;
- (b) from Michipicoten harbour, Lake Superior, towards the main line of the Cana-dian Pacific Railway; not exceeding 25 miles;
- (c) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

Mr. GRAHAM. This Algoma Central is the Steel Corporation line?

Mr. COCHRANE. Yes, up to the Canadian Pacific railway.

Mr. GRAHAM. There is one that goes past the Canadian Pacific railway.

Mr. COCHRANE. Yes, and during the time of the former government parliament granted a subsidy for fifty miles north of the Canadian Pacific railway towards the Transcontinental. It is 100 miles between the Canadian Pacific railway and the National Transcontinental railway.

Mr. GRAHAM. This is to get the Al-gema Central up to the Transcontinental?

Mr. COCHRANE. Yes, this is part of it, and you will see a vote later on, which completes it up to that point.

Mr. GRAHAM. They had a change in their Act. For some distance they pro-posed to use the track of the Canadian Pacific railway, but that idea was aban-doned, and I think they got the subsidy 1873

changed to enable them to go on with the construction themselves.

(b) To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

Mr. GRAHAM. I understand this railway will run through the county of Renfrew.

Mr. COCHRANE. Yes.

Mr. GRAHAM. Does it touch at Combermere or Palmer's Rapids?

Mr. COCHRANE. I do not think the route map has been laid out yet.

Mr. GRAHAM. It will run through that section somewhere?

Mr. COCHRANE. Yes.

Mr. GRAHAM. There is a lot of territory there that needs a railway.

Mr. COCHRANE. It needs railways very badly.

Mr. GRAHAM. There is great need for a railway there.

Mr. COCHRANE. There is.

Mr. GRAHAM. It seems very peculiar, taking the county of Lanark as well as the county of Renfrew which are close to the centre of railways, that they should be without railway facilities at a good many important points, and it is important that something should be done to give those people such facilities.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of rail-way from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the sub-sidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

Mr. GRAHAM. There were a couple of lines coming down from Fort George, and I thought it was understood that they would amalgamate. One runs on one side of the river and the other on the other side of the river, and it would be a great con-venience to both if they ran on the same side. Has the minister any information as to that?

Mr. COCHRANE. I have not heard from the other company, but I think the suggestion that they should come both to-gether over that section is a good one.

Mr. GRAHAM. I think it is.

17. To the Kootenay Central Railway Com-

a) the following lines of railway:—
(a) from Golden via Windermere and Fort Steele to a point on the British Colum-bia Southern railway at or near Jukeson; not exceeding 175 miles;

(b) from a point on the British Columbia Southern railway at or near Caithness towards the International boundary; not exceeding 25 miles; easid exheiding hear evented in lier of the

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

Mr. OLIVER. What progress is being made in the construction of the railway from Golden to Jukeson?

Mr. BURRELL. I understand they have made considerable progress and done quite a lot of grading.

Mr. OLIVER. A number of years ago there was some grading done from Golden southward, but it was stopped. Has there been any revival of work and what are the prospects for completion? It is quite an important piece of road. It has been the hope of a great many people for a long time in that country, and they would be glad to know if anything definite is settled about it.

Mr. BURRELL. I know that a considerable portion of the grading has been done from the south end, because in coming through the Crowsnest last year in the Fort Steele district you could see the grading quite a distance, and I understand they are pushing on the grading from both ends. The people feel very strongly impressed with the speed with which the work is being carried on.

Mr. COCHRANE. How would it do to notify them that we will not renew it again, to push them on a little more.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and east or west Fork of North Fork, of Kettle river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

Mr. COCHRANE. Twenty miles of this line have been built and are in operation.

Mr. OLIVER. Is this the road which parallels the Canadian Pacific railway for some distance?

Mr. BURRELL. No, this is the one running up from the town of Grand Forks to the north fork of the Kettle. It parallels the Canadian Pacific railway for a little distance below the point where the Canadian Pacific railway goes up the mountain to Phoenix. There are 20 miles completed and they are building another ten.

Mr. OLIVER. What is the prospective terminus?

Mr. BURRELL. They are going up to Franklin camp, up the north Kettle on this side of Parr Valley.

Mr. GRAHAM.

Mr GRAHAM. The Kettle River project is quite a big one. Would the Minister of Agriculture tell us about the situation of that road? There is the portion from Penticton on, for which subsidies were granted last year. I assume there is a subsidy for a bridge.

Mr. BURRELL. I know that they have prosecuted work quite freely from Midway west to Penticton. They have laid a large amount of steel, and have done a great deal of grading. They have had some difficulty in negotiating between Penticton and the mountains. They are also prosecuting work from Penticton north through the Afton Grove district to Merritt, where they join the Canadian Pacific railway from Spencer's Bridge. They have done a great deal of vigorous work and have satisfied the people with what they have accomplished.

Mr. GRAHAM. What settlement was made of the difficulty about location at Summerland?

Mr. COCHRANE. It was settled satisfactorily; we had both sides here and had an arrangement.

Mr. BURRELL. The final route decided on was the crossing of Trout Creek into the Summerland municipality.

Mr. GRAHAM. That looked to be the solution of it, the last I saw of it. This line is also being aided by the provincial government?

Mr. COCHRANE. To some extent, it is a very expensive line.

20. For a line of railway from a point on the Esquimalt and Nanaimo railway near Campbell river, towards Fort George, on the line of the Grand Trunk Pacific railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

Mr. COCHRANE. This subsidy was granted to the Vancouver and Eastern Railway company, but they have not done anything and the people out there asked me to vote the subsidy without naming a company so that if any one else wanted to take it up, it was there for them.

Mr. GRAHAM. Any person you wished to make a subsidy contract with?

Mr. COCHRANE. Yes.

Mr. EMMERSON. Was there a vote be-

Mr. COCHRANE. There was a vote to the Vancouver and Eastern Railway Company.

Mr. EMMERSON. What is known as the Vancouved and Eastern railway?

Mr. OLIVER. Is the road to be on the island or on the mainland?

Mr. COCHRANE. It is proposed to connect the two, that is the object as I understand it.

Mr. OLIVER. This subsidy, as I understand, is for 100 miles of railway.

Mr. COCHRANE. Yes.

Mr. EMMERSON. To cross the Seymour Narrows?

Mr. OLIVER. The Seymour Narrows would require to be bridged.

Mr. GRAHAM. This line is 100 miles, and crosses the Seymour Narrows?

Mr. COCHRANE. Yes.

Mr. OLIVER. This is hardly a subsidy that takes into account the crossing of the Seymour Narrows.

Mr. COCHRANE. I am told on good authority that this will be a very expensive road, and so far the promoters have not been able to float the scheme or get the money for it. They say it is a very desirable object if it can be carried out.

Mr. OLIVER. Undoubtedly, but it is a project of more than local importance, it is one of National importance.

Mr. COCHRANE. That is one of the reasons for asking that the money be voted in this way, because the other company had done nothing.

Mr. OLIVER. Perhaps that would be advisable because a local company cannot be expected to finance an enterprise of this kind. This is a project of National importance, and I would ask if the government has anything in sight, looking to the actual carrying out of the work?

Mr. COCHRANE. I may say that this company, the Vancouver and Eastern company, were pressing very strongly for this, and on consulting with different people out there, they said: Do not vote the money in that way, vote it to any company that will take the project up, and we will have a greater opportunity to get somebody to undertake it. That was my reason and justification for making the change.

Mr. OLIVER. Is there any prospect of anybody taking it up?

Mr. COCHRANE. I hope so.

Mr. OLIVER. At present there is nothing definite in sight then?

Mr. COCHRANE. No, there is not.

Mr. EMMERSON. We have now come to subsidies for new lines. These we passed were revotes, and I suggest to the minister it is very desirable if he intends to proceed this evening to have full information with respect to applicants for subsidies, and with respect to the several lines of railway mentioned, in regard to clause 21 and the clauses following.

Mr. FOSTER (North Toronto). After Private Bills are through to-night, we will proceed with the railway subsidies up to, and including, section 32, and then go into Supply on the estimates of the Department of Trade and Commerce and the Department of Agriculture.

Mr. OLIVER. Would the minister mind bringing any information which he has as to any progress made on the Teulon extension of the Canadian Pacific railway in Manitoba? I would like to know what progress is being made, if any.

Mr. GRAHAM. The minister was to lay on the table of the House to-day a supplementary report.

Mr. COCHRANE. It has been laid on the table.

Mr. GRAHAM. Information was also wanted about certain obstructions in the Rideau.

Mr. COCHRANE. I will get that information to-night.

Mr. GRAHAM. To-morrow morning will do just as well.

At six o'clock House took recess.

## After Recess.

House resumed at eight o'clock.

## BUSINESS OF THE HOUSE.

### PRIVATE BILLS.

Mr. H. B. AMES (Montreal, St. Antoine). If I can obtain the unanimous consent of the House I move that the orders from 83 to 94 inclusive, be first dealt with. These are a number of Bills that only need to be read the second time and sent to the several committees, Railways, Banking and Commerce and Private Bills. All these committees are meeting early next week, and if these Bills can be sent on they can be dealt with on Monday, Tuesday and Wednesday next. The reading of these Bills will only take five minutes. I would ask the House to waive the rules and send these Bills to committee.

Motion agreed to.

# SECOND READINGS.

Bill (No. 157) respecting the Subsidiary High Court of the Ancient Order of For-esters in the Dominion of Canada.-Mr. Macdonell.

Bill (No. 158) to incorporate the Grand Lodge of the Loyal Order of Moose in the Dominion of Canada .- Mr. Macdonell.

Bill (No. 161) respecting the Ottawa, Brockville and St. Lawrence Railway Company.-Mr. Fripp.

Bill (No. 162) for the relief of William Alexander Hunt Jenkins.—Mr. Beattie.

Bill (No. 163) for the relief of Edith Har-

riet Duffy.-Mr. Wallace. Bill (No. 164) for the relief of John An-

gus Kennedy.—Mr. McCraney. Bill (No. 172) respecting the St. Clair and Erie Ship Canal Company .- Mr. Lalor.

Bill (No. 173) for the relief of Henry Greek Wills .- Mr. Beattie.

Bill (No. 174) for the relief of Keitha Seeley.-Mr. Wallace.

Bill (No. 175) for the relief of David George Davidson.-Mr. Lennox.

Bill (No. 176) to consolidate and amend the Acts relating to the Dominion Gresham Guarantee and Casualty Company.-Mr. Barker.

Bill (No. 177) to incorporate Capital Trust Corporation, Limited.-Mr. Tobin.

### CONTINENTAL CAN COMPANY.

On the order-Further consideration in Committee of the Whole of Bill (No. 119) respecting certain patents of the Continental Can Company .- Mr. Fripp.

Mr. BENNETT (Simcoe). In the absence of the hon. gentleman (Mr. Fripp) in whose name this Bill stands I ask that it be allowed to stand over.

The House went into committee on Private Bills.

Mr. NESBITT. Mr. Chairman, are you taking up the first order?

Mr. DEPUTY SPEAKER. This is the second order. The first order stands.

Mr. NESBITT. If I am not out of order I desire to make an explanation with regard to the first Bill. I opposed that Bill at the last meeting, on the ground that we had not a satisfactory explanation of why this renewal is asked for. Since that time I have been told that the articles were manufactured under clause 38 but this was not continued as there was no demand for the goods. For that reason the Commissioner of Patents thought they could very properly come under clause 44 of the Patent Act. Since that time there has arisen a demand for the product and these paten-tees have an opportunity of doing some-thing with the patent. And, as I do not

Mr. AMES.

wish to oppose anything that offers parties an opportunity to make some money out of the product of their brains, I have much pleasure in withdrawing any objection I had to the Bill.

## ALBERTA PEACE RIVER AND EAST-ERN RAILWAY COMPANY.

HOUSE in committee on Bill (No. 129) respecting the Alberta, Peace River and Eastern Railway Company-Mr. Chabot.

On the preamble.

Mr. OLIVER. I would like to be informed as to the route of this railway. What is its objective point and what country is it proposed to serve? I gather from the title that the route would be largely in the constituency I represent, and I would like to have some knowledge of the matter.

Mr. BENNETT (Simcoe). I was in the Railway Committee the other day when the Bill was discussed in connection with another Bill. The road is to run north-ward nearly parallel to another railway. The Bill was promoted by one of the hon. gentlemen from Alberta, and it seemed to be the opinion of the committee that both Bills should go through. They say they have a deposit in the bank of Ottawa and I have here a letter giving credit for a deposit of \$25,000, subject to withdrawal by the company. I will read the letter:

The Bank of Ottawa, Ottawa, Ont., March 22, 1912.

Canada.

William C. McCarthy, Esq., Castle Building,

Ottawa.

Dear Sir,-Confirming my phone message, I beg to say that we have placed to the credit of the Alberta Peace River Eastern railway, the sum of \$25,000, subject to with-drawal by the company, only by the presi-dent and directors, duly appointed. Yours truly, F. C. MULKINS.

F. C. MULKINS, Manager.

That is addressed to Mr. McCarthy, solicitor for the railway. The two Bills were discussed the other day, and it seemed to be the opinion of the committee that both of them should go through.

Mr. OLIVER. It would be reasonable and fair that either the promoter of the Bill, or the Minister of Railways, or the Chairman of the Railway Committee. should make a responsible statement in regard to this Bill. It is, I take it, entirely in the constituency I represent. I would like to have some definite information about it.

tion. The Chairman of the committee is more conversant with it than I am.

Mr. LENNOX. I am not able to assist the hon. gentleman at all. I do not think I was in the committee when this passed, but that is not the reason. The reason is, that when people come here asking for an extension of time, the committee does not go into the question of where the railway is or anything of that kind, as a rule. We understand that when the road was chartered (this was chartered in 1910) it was then inquired into. This is not a new matter, the route was defined at that time. I do not assume that there was any explanation at all in the Railway Committee.

Mr. OLIVER. I do not wish to delay proceedings, particularly as there are a number of other Bills following this, but I would like very much, if the committee would allow this Bill to stand until I can get some more definite information in regard to it. While it seems to be taken for granted by my hon. friend that because a charter has once been given therefore, it should be continued indefinitely, the opinion in our part of the country is, that that is not a rule to be followed, but rather that when a charter is not lived up to the ground should be cleared, and an opportunity given for somebody else to do the work. I am not taking objection to this charter, but I would take it as considerate on the part of the committee if they would allow the Bill to stand until I can get some definite information.

Mr. BENNETT (Simcoe). I may say to the hon. member for Edmonton (Mr. Oliver) that the hon. member for Macleod (Mr. Warnock) was present when the Bill was on, and he seemed quite favourable to it. I naturally thought that, as it ran through his riding, he was conversant with it.

Mr. OLIVER. If I judge the Bill from its title, it would be entirely in my riding.

Mr. LENNOX. The ex-Minister of the Interior (Mr. Oliver) is hardly fair in his construction of what I said. I did not say that because parties come here for a renewal of a charter, of necessity they are to get it without question as to the expediency of the renewal. But I do say that when a company has been inquired into and incorporated, and they come back and ask for a renewal, if there are people in the localities through which the line runs who know of reasons why they should not get an extension of their charter, that is the time for them to come forward and say so. It was not urged in committee, I understand, that there was any reason why this charter should not be renewed. That being so, I do not think it was inquired into particularly where the line ran. My hon, friend says that he understands it is in his riding; then if it is in his riding, and if it was incorporated two years ago, I should expect the hon. gentleman would know something about it. I am not greatly concerned whether the Bill goes through to-night or not, but I do say that if a company comes here and asks for a first or second renewal, and there is no one here to say that it should not be renewed, I would assume it is not necessary that the committe should inquire particularly where the line ran. If a railway is chartered through my county, or in the neighbourhood of my county, and I did not think it should be renewed, I would be there to say so at the time. I assume that this is a case where the renewal ought to be granted. But if my hon. friend wants it to stand over, I see no objection.

Mr. BENNETT (Simcoe). I see my hon. friend from Macleod (Mr. Warnock) now in his place; he can perhaps explain it to my hon. friend from Edmonton.

Mr. WARNOCK. I understand this railway starts somewhere at a point on the International boundary and runs north, then west of the boundary hills, and on in the direction of Edmonton. But there are two other railways chartered over the same route, the Canadian Northern railway and the Western Dominion railway, which was before the Railway Commute the other morning. In fact, I never heard of this railway until I was in the committee on Tuesday morning.

Mr. BENNETT (Simcoe). The hon, gentleman is now aware that the Bill was passed some time ago, and as I understand from the member for Ottawa, he was anxious that the Bill should go through to-night. Surely the hon. member for Macleod does not want to oppose the construction of a railway through his own riding, when these people have shown their bona fides by depositing their money in the bank. All they want is the right to go on: Competition is the life of trade in railways in the west.

Mr. WARNOCK. I have no objection to the railway, more especially since our objections were over-ruled the other morning before the committee in regard to the Western Dominion railway. The hon. gentlemen will remember that they opposed the renewal of that company's charter. I have no objection to this, we want competition.

not get an extension of their charter, that is the time for them to come forward and say so. It was not urged in committee, I understand, that there was any reason why Mr. OLIVER. I strongly urge that further information be given. The granting of charters does not mean competition, unfortunately; I would be glad if it did. There are charters granted with bona fide purposes, and others for the purpose of a hold up. I do not know yet what particular class this charter belongs to, until some person responsible for the Bill gives the information.

Mr. BENNETT (Simcoe). I am assured by the solicitor of the bank, and also by this certificate, that these people are in good faith going to build, and the hon. member in whose riding the construction is proposed, seems anxious to have it go on. Surely the hon. gentleman will concede to my hon. friend from the riding that we are justified in placing them in a position that they may go on.

Mr. OLIVER. If the Bill restricts the railway to the riding of my hon. friend, I -quite agree, but I find it does not, and we are to take it for granted that it is the riding that I have the honour to represent that is the principal objective of the railway.

Mr. BENNETT (East Simcoe). All roads lead to Edmonton.

Mr. OLIVER. It is beyond Edmonton.

Mr. NESBITT. Is that the Bill that was in the Railway Committee the other morning when there was some objection which the committee overruled?

Mr. BENNETT (East Simcoe). This is not the Bill in regard to which the objection was overruled. These people objected to a certain other Bill, but the other Bill did go through. This is an extension of an cld charter.

Progress reported.

UNIVERSAL EYESIGHT COMPANY.

House in committee on Bill (No. 126) to incorporate the Universal Eyesight Insurance Company.—Mr. McLean (Queens, P. E.I.)

Mr. LEMIEUX. What kind of eyesight do they insure?

Mr. McLEAN (Queens, P.E.I.). When the Bill was considered in committee the other day, the representative of the Finance department assured the committee that the Bill fulfilled all the requirements of the Insurance Act. Before the Bill was introduced it was submitted to the officials of the Insurance department and they suggested that clause 9 be added.

Mr. EMMERSON. What are the objects?

Mr. McLEAN (Queens, P.E.I.). The seventh clause reads:

The company may make contracts of insurance with any person, in so far as eyes and eyesight are concerned and may provide for

Mr. OLIVER.

indemnity in case of loss of sight or injury to eyes by any cause whatever.

Mr. BOYCE. Does it insure against mental blindness as well as physical?

Mr. McLEAN (Queens, P.E.I.). That is a matter for the department?

Mr. FOSTER. Such cases are generally incurable.

Mr. NESBITT. I could not find out in the committee what insurance they would charge.

Mr. McLEAN (Queens, P.E.I.). The premiums will be passed upon by the department.

Mr. BOYCE. What is the basis of the contract; is it one premium?

Mr. McLEAN (Queens, P.E.I.). Only one premium and that is the reason the ninth clause was inserted by the department.

Mr. BOYCE. Is it a perpetual policy during the lifetime of the insured?

Mr. McLEAN (Queens, P.E.I.). Yes.

Mr. LEMIEUX. Will they insure shortsighted statesmen against any faux pas they may make?

Mr. OLIVER. I think parliament would do itself credit if it considered seriously the propriety of incorporating an organization with the object set out in this Bill. It may be said that no person need take out insurance unless he wishes, but I think parliament has a responsibility in granting franchises for any purpose. Parliament would do well to ask for further particulars and more definite reasons and a more thorough understanding of the methods to be adopted by this organization before granting it the charter asked. We are taking our duties very lightly if we give the sanction of law to a proposition such as this without fuller knowledge than we have.

Mr. MEIGHEN. I concur in the remarks of the hon. member (Mr. Oliver). It may be my fault partially that I know so little about the Bill as I do, but from what has come to my ears to-night it would appear to have such earmarks as demanded further investigation before we grant it. Legisla-tion with regard to insurance has not been granted in an unlimited degree. We have not the same latitude in insurance as we have in other countries. Parliament has been more or less cautious in the incorporation of companies of this kind, to say the least. How a company can legitimately and in justice to its policy-owners carry on an insurance business in the matter of insuring eyesight, passes mv member for comprehension. The hon.

Queens, P.E.I., has stated that there is to be only one premium for all the insurance and one can see the danger this would lead to.

Mr. NESBITT. That is why in the committee we made them increase their deposit.

Mr. MEIGHEN. Have we any evidence that the deposit even as increased would be anything like a sufficient guarantee to the insured?

Mr. NESBITT. There is no experience.

Mr. MEIGHEN. Experience will lend no light. The duty is on this committee to see that the deposit or the securities are sufficient to protect prospective policyholders. It appears to me that no good purpose could be served by the company even if their policy-holders were secured. Loss of eyesight seems to me to be more or less indefinite, and should hardly be made a subject of insurance.

We had this under con-Mr. AMES. sideration in the Banking and Commerce Committee. It was frankly admitted by the promoters that it was something new in insurance, the idea being that a man by paying a premium should be held indemnified as against the loss of his sight later in life by accident or in any way. The committee took the precaution to insist that the sum of \$100,000 must be actually paid up before the company could commence to do business, and also that the form of policy to be used would have to be subjected to departmental scrutiny before the company should be allowed to write up any policies, and that there should be a considerable deposit placed with the government held to protect those who may be in this manner insured. There are no precedents for it in Canada, it is an ex-periment, but I know personally of cases where, had such a policy been taken out it would be a policy been taken out it would have been of very great benefit to the insured. I suppose the liability of a man going blind is very small and consequently the premiums would probably be small. This Bill originates from Edmonton, and those interested in it asked for it largely on the ground that it was an experiment, but it was intended to meet what they believed to be an existing need.

Mr. MACLEAN (Halifax). I do not think that insurance against loss of eyesight is a new thing, but I propose voting against this Bill, because it has a title which, as I think, will lead to fraud, and I do not think the Bill will pass the committee by reason of its title, I do not care how worthy the promoters of the Bill may be.

Mr. GRAHAM. Some forms of life policies now have a total disability clause,

and total blindness forms what is known as total disability.

Mr. BOYCE. That is accident insurance. Mr. GRAHAM. It is also in straight life policies in many companies.

Mr. BOYCE. Does my hon, friend think that would be a contract of insurance that parliament would ratify, a company which for a certain premium would undertake to insure against loss of eyesight? There is a great deal in what has been urged against this Bill, and while I am reluctant to destroy the work that has been done on this Bill at such a late date, I must confess that I see very great danger in it, and there does not seem very much to commend it. The Bill might be allowed to go over for a session.

Mr. GRAHAM. I was rather agreeing with what my hon. friend said, and pointing out that there was no great injury to the public in permitting insurance of this , kind because they can get it now.

Mr. EMMERSON. Not by the payment of one premium.

Mr. GRAHAM. But they can get the protection in a way that strikes me as much safer for the insurer than this would be.

Mr. LEMIEUX. Did Mr. Fitzgerald or the department make any report against the Bill to the committee?

Mr. AMES. The department raised no objection to the Bill. It was an innovation and was regarded as an experiment, but they had no objection to offer to it. It was explained that the accident companies would insure against accident to one's eyesight, but would not insure against the gradual failing of sight with advancing years or disease.

Mr. EMMERSON. I cannot see how insurance of this character would be of any benefit to an individual unless it was against total loss of eyesight, otherwise there would be constant dispute as to the extent of the loss. We should hesitate before passing the Bill.

Mr. NESBITT. It would be advisable to let the Bill stand until Monday if the promoter does not object.

Mr. LEMIEUX. It would not even be recessary to refer it back to the committee. If the hon. gentleman would get the opinion of the Department of Insurance perhaps the House—

Mr. McLEAN (Queens, P.E.I.). We have the opinion of the department that this insurance is a matter on which parliament can pass, that they are in accord with it, and that the form of the policy can be settled on.

The hour for private Bills expired.

# CONSIDERED IN COMMITTEE-THIRD READINGS.

Bill (No. 134) respecting the British Col-umbia and Dawson Railway Company.— Mr. Goodeve.

Bill (No. 135) respecting the Vancouver, Fraser Valley and Southern Railway Company.-Mr. Stevens. Bill (No. 125) to incorporate the Western

Dominion Railway Company.-Mr. Martin (Regina).

Bill (No. 136) to incorporate the Prince Edward and Hastings Railway Company. -Mr. Hepburn.

Bill (No. 139) to incorporate the Ottawa and Lake McGregor Railway Company .--Mr. Devlin.

Bill (No. 141) to incorporate the Interpro-vincial Fire Insurance Company.—Mr. Lesperance.

# RAILWAY SUBSIDIES.

House again in committee to consider certain resolutions respecting the granting of subsidies in aid of the construction of lines of railways therein mentioned:

32. To the Simcoe, Grey and Bruce Railway Company, for a line of railway from the town of Orillia to or towards Kincardine; not exceeding 50 miles.

Mr. GRAHAM. Will the minister explain about this road? I remember what this is, but other hon. gentlemen may not be so well informed.

Mr. MIDDLEBRO. I think the ex-Minister of Railways will remember what it is. The proposition is to build a line of railway from Kincardine to Southampton, and thence to Owen Sound, Meaford, Collingwood and Orillia. The portion of the railway which is most urgently needed, as the ex-Minister of Railways will remember, is that portion lying between the town of Meaford and the town of Owen Sound, which we have been endeavouring for years to get built.

Mr. GRAHAM. This subsidy covers that, does it?

Mr. MIDDLEBRO. Yes. It commences at the town of Orillia and is for a distance of 50 miles, but if it is left in that shape it would not reach the town of Owen Sound. Therefore I am proposing to make a change so that the fifty miles specified will be sure to cover the link between Owen Sound and Meaford, and I propose, with the consent of the minister, to ask that this amendment be inserted in lieu of section 32 as it now stands:

To the Simcoe, Grey and Bruce Railway Company, in respect of 50 miles of their pro-posed railway between the town of Kincardine

Mr. McLEAN (Queens).

portion of said line connecting the towns of Owen Sound and Meaford.

Mr. GRAHAM. That will cover the part to which you refer and some more?

Mr. MIDDLEBRO. Yes. As originally worded the clause would not cover that.

Mr. GRAHAM. This is a piece of road, which, as stated by my hon. friend from North Grey (Mr. Middlebro) has been disthe shippers from that part of the coun-try, if they wish to ship west, have to send all the way around by Toronto.

Mr. MIDDLEBRO. And east the same way.

Mr. GRAHAM. But by the construction of this line they will have a more direct route. I suppose the objection might be raised that this is going through a settled part of the country. I point this out par-ticularly, not as objecting to it—for I favour it—but because it may be useful as a precedent in other cases. When applia precedent in other cases. When appli-cations are made to the minister for subsidies for other railways through well settled parts of the country, I hope he will not rule them out on that ground. There is one which may not have been presented to him, but was brought to my attention as Minister of Railways. The Minister of Customs (Mr. Reid, Grenville) I know, will be anxious to have it built, because he was one of the deputation to wait on me and urge the granting of the subsidy. I refer to an air line between Ottawa and Brockville.

Mr. COCHRANE. It is badly needed.

Mr. GRAHAM. There are two charters for a line between Brockville and Ottawa, but the granting of the two charters has not led to the construction of the road?

Mr. COCHRANE. Was there a subsidy?

Mr. GRAHAM. I think not. There was a subsidy for a line from Kingston to Ottawa. The railway men who have made surveys find that there is a very good route between Ottawa and Brockville, one of easy construction. One advantage of this road would be that it would furnish a new connection between Toronto and Ottawa which is badly needed. I am selfsh enough to remember also that it would be a good thing for Ottawa and for the vicinity of Brockville as well. A good many Ottawa people reside on the St. Lawrence in the summer, and one of the difficulties these summer sojourners find is in getting to and from their homes at the week end. The distance from Brockville and Ottawa by straight line is about 56 miles, while the distance now to be covered is 74 miles. posed railway between the town of Kincardine | That saving means something more than a and Orillia, the said 50 miles to include that local connection. The hon. minister (Mr. Cochrane) may be asked to consider this, and I am glad we have the precedent of this road running through an old settled part of the country. I am in favour of the amendment of my hon. friend (Mr. Middlebro).

Mr. CLARK (Bruce). What is the length of this line? And why is the subsidy cut off at fifty miles? Does the subsidy cover any particular part of the road?

Mr. GRAHAM. The amendment of the hon. member for North Grey (Mr. Middlebro) covers the line between particular points.

Mr. COCHRANE. Many a road is granted a subsidy for only fifty miles at first, but when that is done we are glad to have them consider further construction. The trouble too often is that they don't build at all. I think it would be good policy to make it a condition that they must do something or not come back.

Mr. BENNETT (Simcoe). As to the amendment of the hon. member for North Grey (Mr. Middlebřo) for that portion of the route between Owen Sound and Meaford, I have only to say that in the promotion of the subsidy before the Minister of Railways and Canals it was pointed out that this railway would start from Orillia and would serve a section that is not already served and would give a connection at Orillia with the Grand Trunk Pacific Railway, the Canadian Pacific Railway and the Canadian Northern Railway. I see no reason why the resolution should be amended as proposed, or why it should not stand as given on the order paper, starting from Orillia.

Mr. DEPUTY SPEAKER. Shall the amendment be adopted?

Mr. BENNETT (Simcoe). I would like to know from the minister what he thinks about this. A line from Meaford to Owen Sound only means a local road—with all deference to Meaford and Owen Sound whereas, if the road commences at Orillia and runs westerly it will have connection with these three large systems. And when it extended fifty miles from Orillia it will be pretty near Collingwood. I think the subsidy should go in the terms presented in the resolution. To make it a road between Meaford and Owen Sound would make it merely a local road between those two points.

Mr. EMMERSON. And would have no transcontinental connection?

Mr. BENNETT (East Simcoe). No; but commencing at Orillia it would have the benefit of three transcontinental roads.

Mr. MIDDLEBRO. I am surprised at my hon. friend from East Simcoe (Mr. Bennett) taking the stand he does, when he knows as well as I do, that for the last fifteen years, the towns of Owen Sound and Meaford, have been devoting their energies to securing this connection. The town of Owen Sound has offered to put up \$100,000 in order to get this connection between Meaford and Owen Sound. As the matter stands to-day, if you want to ship by rail from Owen Sound to Meaford, 20 miles away, you have to go to Bolton and back, a distance of over 200 The energies of the directors of miles. this company have been devoted to getting connection between Owen Sound and Meaford, and one of the particular objects of extending the road easterly and wester-ly was to assist them in getting that connection. My hon. friend (Mr. Bennett, East Simcoe) said nothing about it when obtaining this charter, and now he seeks to get a road from Orillia towards Owen Sound, which means this railway will not reach Meaford, and so, would fail of the main purpose, which is to make the connection between Owen Sound and Meaford. At Owen Sound we have absolutely no connection to take freight into the west and into New Ontario. We are absolutely blocked in winter from doing business there, and in the summer time as well, unless we go by way of Toronto. My hon. friend knows that as well as I do; and I am surprised that he should, by reason of a technicality, attempt to have this railway built from Orillia westward, from where it would never touch Owen Sound cr Meaford, much less make the connection between them. I believe in fair play in these matters. and I do not think it is fair on the part of my hon. friend. I would The extherefore press my resolution. Minister of Railways (Mr. Graham) knows as well as I do, the efforts that have been made by the people of Owen Sound and Meaford to get that connection. And it was the absolute intention that the first portion of that road should be built between Owen Sound and Meaford; we are willing, after that, to exert our energies to extend it both easterly and westerly. That is the object of the Bill.

Mr. EMMERSON. I would call attention to a point of order with respect to the matter. If the amendment is permitted, it practically establishes a subsidy for a line of railway in a different section of the country than that contemplated in the original resolutions, which received the assent of His Royal Highness. The Crown has assented to the granting of a subsidy

for a line of railway from the town of Orillia towards Kincardine, and the amendment contemplates a subsidy as between the town of Owen Sound and Meaford. I do not think it is in accordance with parliamentary practice to make an amendment so widely different from the original proposition to which assent was given by the Crown.

Mr. MIDDLEBRO. My hon. friend will see that the subsidy is given to the com-pany for its line of railway.

Mr. EMMERSON. But for a certain purpose; you cannot change the purpose.

Mr. MIDDLEBRO. For the line of rail-way, and we simply move it a little west-ward, that is all. There is only 25 miles between Meaford and Owen Sound, and the subsidy extends over 50 miles.

Mr. EMMERSON. The resolution says for a line of railway from the town of Orillia on or towards Kincardine. The amendment is with respect to an entirely different portion of railway. It may be within the purposes of the Simcoe, Grey and Bruce Railway Company, but not with respect to the particular line of railway named in the resolution which has been assented to.

Mr. MIDDLEBRO. It is not the identi-cal portion, perhaps, that is in the reso-lution, but it is on the same line of railway and to the same company, simply shifted a little westward. It does not affect the amount in any way.

Mr. BENNETT (East Simcoe). I want to be fair in the matter. I do not think I am taking any advantage of the hon. member for North Grey (Mr. Middlebro). Now the question of a railway from a point at or near Orillia to the western peninsula of Ontario has for a long time been under discussion. In the early part of the session a large deputation waited upon the Minister of Railways, and among that delegation were the mayor and reeve of the town of Orillia. I accompanied the deputation that waited on the minister, and I think the minister and the other gentlemen who were present will bear me out when I say that the strongest plea placed before the minister for the subsidy was this, that the construction of such a line would give the people of that sec-tion near Orillia a means of access to these three lines which all pass through or near Orillia, namely, the Canadian Northern railway, the Grand Trunk Pa-cific railway and the Grand Trunk railway; and the granting of a subsidy was strongly urged upon the minister for that reason. That view must have impressed the minister, because we find this resolu-tion brought down to the House to-night. was for some years urged on me. As a matter of fact, the deeper interest taken Mr. EMMERSON.

I do not think that if the plea had been made to the minister for the granting of a subsidy simply between Meaford and Owen Sound, the subsidy would have been found in this Bill to-night. The strong argument placed before the minister was the fact that if you take a triangle, with Owen Sound and Meaford at one base and Orillia. at another, it is necessary to go down to the top of the triangle, to Toronto, in order to get back to these lines at Orillia. Now, if the road is to be a successful road, surely it must have connection with these three great lines. All must agree that it is a hardship to the people of Owen Sound and Meaford to compel them to go from Owen Sound to Toronto, a distance of 120 miles, and then come back 90 miles from there to Orillia, in order to meet either one of these three roads at the main line. Now, if a bonus is to be granted by the town of Owen Sound of \$100,000, they have a direct I think it would be a interest in it. great benefit to Owen Sound, a large manu-facturing town, to have this connection, so that their freight may be shipped to Orillia and then be transferred to any one of these three lines. Surely my hon, friend from North Grey cannot expect that I am going to sit mute when Orillia people have been at the back of this proposition, and when I say at the back of it I mean urging on the minister the granting of a subsidy; and when it is in the terms proposed here in the resolution, I cannot be expected to stand back when Orillia's representatives are not here to urge their claims in this respect. I do not assume that the Orillia. people would have made their presence felt on the delegation had it simply been asking for a line to run between Meaford and Owen Sound; that was a matter of no importance to them. But that they might have a line running into Orillia to enable them to meet the trade with Owen Sound and with these western points, was their aim and object.

Mr. MIDDLEBRO. My hon. friend (Mr. Bennett) knows quite well that none of the incorporators belong to Orillia; they are from Owen Sound and vicinity. Until this present session when I asked the hon. member for Simcoe to come here with me and help me through with this, there had never been any application from Orillia, net a single delegate, and no expense paid towards getting this matter through. I think my point is well taken. I am not asking for any increase in the subsidy or any additional length of railway; I am simply asking that it be moved over so as to cover the length between Meaford and Cwen Sound.

Mr. GRAHAM. This is a matter which

in it, in my time, was for the connection between Owen Sound and Meaford. Any one who has travelled in that country knows that a railway connection has been needed for years, and this is simply going to get nearer to it than anything that has been proposed. As I understand it, the granting of this subsidy in the way proposed by the amendment does not mean that that ends the matter, it is only a portion of the project. The project is to cover all the territory advocated both by the hon. member for North Bruce and the hon. member for Simcoe, it is only a question of which one will be aided first. I do not know whether my hon. friend's point of order can be maintained. But I would suggest to the Chairman that I think the committee has power to change the resolution so long as the amendment does not deviate from the main object of the resolution.

We have changed the conditions perhaps under which we got the consent of the Governor General in the first instance.

Mr. EMMERSON. I do not think we would ever have made such a radical change.

Mr. GRAHAM. We may have changed the location, or the proportion of the proposed line to which aid was given, and if that is all that is in the way that could easily be got over by the Minister of Railways moving that this amendment be made to the resolution, saying what part of the line this subsidy shall be applied to, and that the assent of His Royal Highness has been given to the change.

Mr. EMMERSON. I am not familiar with the merits of the case, and I took the point of order for the simple reason that I really think we cannot make so radical a change as that which is proposed. You might as well say, if you have got the assent of His Royal Highness to a line of railway from Ottawa running towards Mattawa, that it is proposed to change that to a line of railway between Pembroke and Mattawa, although both would mean one and the same thing.

Mr. COCHRANE. It is only the starting point of the same road.

Mr. EMMERSON. I take it that this is a different proposition and that it means a radical change. Apparently a certain garment was proposed to be made, and sufficient cloth. was not cut to make the whole of the garment. You proposed to make the upper portion of it, and now you want to get enough cloth for the other portion.

Mr. BLAIN. You want to make a hobble of it.

Mr. EMMERSON. It would be better to say a suit of clothes. The hon. member for North Grey, instead of being willing that it should be a coat, wants it to be made into a pair of trousers. That practically appears to be the point at issue. I know nothing about the merits. I very well understand how the Minister of Railways would be impressed by the argument that the parliament of Canada subsidized the building of a railway that would give communities connection with transcontinental railways when he might not be if he were simply dealing with a local railway.

Mr. MIDDLEBRO. I think my hon. friend (Mr. Emmerson), has been led astray. If we get connection between Owen Sound and Meaford we will connect with the Grand Trunk railway at Meaford, and we will then get connection with the Transcontinental railway.

Mr. EMMERSON. That affects the merits in my mind—I will say that much.

Mr. MIDDLEBRO. As I understand the object in getting the assent of the Governor General, is that you are going to affect the treasury or the moneys or the revenue of the country. I grant to the hon. member for Westmorland right away that if the effect of my amendment was going to add one dollar to the indebtedness of the country I would be out of order at once. If you are going to affect the revenue of the country you must get the assent of the Governor General.

Mr. EMMERSON. And you must get his assent to the particular application of the money.

Mr. MIDDLEBRO. I do not think that goes to the principle of it. So long as you are not spending more money than the Governor General assented to I do not think that affects the principle. We are getting very near the end of the session, I have been after this railway for the last ten or fifteen years, and if my hon. friend had ever travelled from Owen Sound to Meaford over those rocky roads he would appreciate the position we are in.

Mr. CLARK (North Bruce). As I undertand it this road was subsidized to the extent of fifty miles and, in the resolution as it stood, that money could be spent on any part of the fifty miles covered by this railway. I have no objection to the amendment in so far as it serves to provide Meaford and Owen Sound with railway connection because it is sorely needed in that particular section of the country, but I should have hoped that my hon. friend from North Grey (Mr. Middlebro) would have drawn his amendment so as to read fifty miles from Meaford west because

railway facilities west of Owen Sound are just as much needed as railway connection between Owen Sound and Meaford. As far as the Orillia connection is concerned, that is bound to come. It would only be a dead end at Meaford and connection with Orillia and with the Transcontinental railway will be established in the near future. I am not objecting to my hon. friend's amendment, but I would like to have him amend it still further by making it read fifty miles west from Meaford.

Mr. MIDDLEBRO. I have not stated in my amendment whether the overlapping should take place east or west of Mea-ford. I have provided that the subsidy shall cover the  $27\frac{1}{2}$  miles. The surplus over the 271 miles would extend east or west according as the minister might think it would be most advantageous in the interest of the country.

Mr. HENDERSON. To my mind there is nothing in the point of order raised by the hon. member for Westmorland (Mr. Emmerson). I read the resolution to mean that a subsidy of \$3,200 per mile may be ranted to the Simcoe, Grey and Bruce railway. I have no objection to the running towards Kincardine. I do not know how long the road is. It may be 100 or it may be 200 miles; it is not material for the purpose of my argument. That is what the Governor General has assented to. There is added to it the resolution that not more than fifty miles is to receive this subsidy. The resolution does not define where the fifty miles shall come in; consequently, there is no contravention of the approval that was given by the Governor General. It may be fifty miles from Orillia, it may be fifty miles from Kincardine, or it may be fifty miles in the middle of the road. The amend-ment proposed here is to define fifty miles shall where this come in; at least it says that it shall include the portion of the road between Meaford and Owen Sound. I do not see that there is any contravening of the assent given by His Royal Highness; consequently, I think there is nothing in the point of order. The amendment of the hon. member for North Grey (Mr. Middlebro) simply tells the Minister of Railways and Canals that in alloting this subsidy, it is to include that portion of the read between Owen Sound and Meaford. Of course, it would cover more, but that portion at least has to be included. It is explanatory. I have an idea, and I think the hon, member will agree with me, that the Minister of Railways and Canals, in allotting this subsidy, could, without the amendment of the hon. member for North Grey, allot it to that portion of the road because he is not told what portion of lia, other than it is at one end, and may

Mr. CLARK (N. Bruce).

the road is to receive the subsidy in the first place. He may apply it to any portion of the road between Orillia and Kincardine. He may say that he will apply it to that portion of the road between Meaford and Owen Sound if he thinks fit. I believe he can do that without the amendment of the hon. member for North Grey. But parliament is now asked to direct the Minister of Railways, that in giving this subsidy, he shall include that 27<sup>1</sup>/<sub>2</sub> miles. There is no difficulty in the way, no getting over the consent of His Royal Highness, no contravention of it, and, there-fore, I think there is nothing in the point of order. I approve of the amendment. I can remember many years ago when the agitation was up for this road between Owen Sound and Meaford. It is an old, old story. The people have asked for it over and over again.

I understand there are certain difficulties in connection with the Canadian Pacific railway getting out of Owen Sound that would urgently call for a railway at that place, and if it is built from Owen Sound to Meaford, and then extended on to Orillia, it might be a splendid thing to get over the high hills and enable the Canadian Pacific railway or some other road to carry very much heavier trains than they can at the present time. To my mind the amendment is along the right lines and is assisting a portion of the road which is very desirable.

Mr. MIDDLEBRO. The wording of the resolution 'for a line of railway to, or toward Kincardine,' simply describes the line of railway, and the subsidy is given to the Simcoe, Grey and Bruce Railway company. The line from Orillia to Kincardine is one hundred and eighty odd miles. I think my resolution makes it clear that the subsidy shall be applied to that mortion which shall include the distance between Owen Sound and Meaford.

Mr. EMMERSON. Suppose the words: 'To the Simcoe, Grey and Bruce Railway company' did not appear in the resolution at all, and parliament voted a subsidy for a line of railway from the town of Orillia to or towards Kincardine, and some company came to the minister, and proposed to enter into a contract with him for the construction of a line of railway between Owen Sound and Meaford towards Orillia, under this vote of parliament, would the minister be justified in granting to such a company the subsidy and entering into a contract with them for the construction of that portion of the line, in no way touching the line of railway from the town of Orileventually be a part of the same railway? That is the view that presents itself to me.

Mr. MIDDLEBRO. If parliament said it would give a subsidy for a line of railway which extends from Owen Sound to Meaford, could not the minister give a subsidy for a line of railway from Meaford to Owen Sound, provided it is the same line of railway? These words are simply descriptive of the whole 187 miles. It says: 'The railway from Orillia to Kincardine,' and that describes what railway it is. The subsidy says we will give you a subsidy for fifty miles of that railway that extends from Orillia to Southampton.

Mr. EMMERSON. It is doubtful in my mind whether you are following parliamentary usage in making the amendment.

Mr. MIDDLEBRO. I am willing to take the risk.

Resolution agreed to.

Mr. FOSTER (North Toronto) moved that the committee rise and report progress.

Mr. LEMIEUX. When the railway subsidies come up again, I would ask, on behalf of the right hon. leader of the opposition, that the Minister of Railways should bring down the information as regards resolution No. 4 and the papers explaining why there is a change in the location of the lines.

Mr. COCHRANE. I will get that information.

Progress reported.

# RURAL MAIL DELIVERY.

The following resolution was considered in committee, reported and agreed to:

Resolved, that it is expedient to amend the Civil Service Act, and to provide:

(1) For the establishment of a branch of the Post Office Department, to be known as the Rural Mail Delivery Branch, and for the employment (a) of a superintendent and such other employees as may be required, who shall be appointed under the Civil Service Act, and (b) of such skilled persons, technical officers, draftsmen and other persons as may be required, who shall be paid a per diem allowance, to be determined by the Postmaster Gereral, and

eral, and (2) For the appointment of two chief clerks as case examiners, to be attached to the staff of such post office inspectors as the Postmaster General determines, with a salary of \$1,800 on appointment, and an annual increase of \$100 up to a maximum of \$2,200.

Mr. PELLETIER moved for leave to introduce Bill (No. 179) to amend the Civil Service Act. Mr. HENDERSON. When does the minister propose to proceed with the second reading of the Bill? There are many people not only in the House but in the country very anxious to learn all about his proposals with regard to rural mail delivery, and I for one would like to be present when he gives those explanations and to hear all I can with regard to this very important matter.

Mr. LEMIEUX. I have to be absent for a few days, but would like to be present when the question comes up. The discussion will probably not take half an hour.

Mr. PELLETIER. I do not intend to put before the House, on the second reading or in connection with this Bill, the details of the policy which is going to be followed. We are asking parliament for power to organize that branch in order that we may assign a staff of officers to that service. I shall try to accommodate the members all I can, but in the meantime we may leave the matter in abeyance.

Mr. NESBITT. The minister simply proposes to establish a special branch in his department to take charge of this rural mail delivery.

Mr. PELLETIER. Yes.

Motion agreed, to and Bill read the first time.

SUPPLY-ST. ALDWYN POST OFFICE.

Mr. WHITE (Leeds) moved that the House go into Committee of Supply.

Mr. G. F. McCRANEY (Saskatoon). I desire to call attention to some circumstances connected with the change of the name of Broderick post office in Saskatchewan to St. Aldwyn. My motion for production of papers was adopted the other day, but the papers have not yet been brought down. The village of Broderick is on the Canadian Pacific railway branch line from Moosejaw to Outlook. I see from the Canadian Pacific railway time table that St. Aldwyn, as the railway now call it, is described as having a population of 300, and it certainly has that population. It has been in existence for about three years, since the line was opened. It has a village corporation under the name of Broderick. The post office was established at the time the Canadian Pacific railway was opened, under the name of Broderick, but there had formerly been a post office in the neighbourhood by the name of Cromar and the Postmaster General's report for 1911 shows that Broderick post office was originally Cromar. Broderick is not a Canadian Pacific railway town, they never owned the townsite and while I would not say that the Canadian Pacific

railway were not friendly, it is not one of their children. The station was called Broderick, the post office was called Broderick, the village corporation was Broderick, the local telephone line incorporated by the provincial government is Broderick, the newspaper published in the village has the same name, the school district is Broderick, and the Canadian Bank of Commerce has opened a branch there. This will give some idea as to the place. About the beginning of the year I received a communication from the secretary-treasurer of the village in which he brought to my attention the fact that there was great confusion in the postal service to Broderick because of the name being changed to St. Aldwyn. It appeared at that time that there was a post office by the name of St. Aldwyn south of Moosejaw and letters addressed to the name of the station were going to this other place, causing great confusion to the merchants and others using the mails. I wrote a letter to the deputy Postmaster General on February 26, asking him whether the post office also had been changed from Broderick to St. Aldwvn and I found it had.

And he explained at the same time that the other post office at St. Aldwyn, in order to avoid confusion, was given the name of Filiatrault. My hon. friend asks as to when this change was made. I have not access to the files of the department, and perhaps the Postmaster General will be able to give the House some of these particulars, but I communicated with the secretary of the Railway Commission and asked him to address the Canadian Pacific railway with a view to changing the name of St. Aldwyn to Broderick. I have been handed a copy of a letter from Mr. E. W. Beatty, general solicitor of the Canadian Pacific railway, addressed to Mr. Cartwright, secretary of the Board of Railway Commissioners the contents of which I do not very well understand. This letter is as follows:

#### Montreal, 13th February, 1912.

A. D. Cartwright, Esq., Secretary, Board of Railway Commissioners, Ottawa, Ont.

File 15,614, re St. Aldwyn Town-Site.

Dear Sir,—Referring to your letter of the 5th instant enclosing copy letter from Mr. George McCraney, M.P., in connection with changing the name of Broderick to that of St. Aldwyn.

This matter was discussed by the board at the sittings held in Regina on September 21, 1910. The name St. Aldwyn was substituted for Broderick so as to avoid confusion with Roderick, a station on the Muskoka subdivision, taking its name from the adjoining lake, and as the post office there also bears that name, the Postmaster General requests that the name of Broderick be changed.

I regret, therefore, that at present there appears to be no reason why the name should

Mr. McCRANEY.

be again changed as requested by Mr. McCraney.

Yours truly, (Sgd.) E. W. BEATTY,

General Solicitor.

I have also a letter from Mr. Duval, the superintendent at Moosejaw confirming the information that the change of name on the part of the Canadian Pacific railway of the station was made at the request of the Post Office Department and that an order was issued by the Railway Commission to that effect on the 21st September, sion to that effect on the 21st September, 1910. I imagine that the order was made ex parte. I find that in Broderick before the elections they did not seem to know anything about the change of the post office name. At that time I was in the office and all important communications were addressed 'Broderick', and, as I say, I heard pothing of this matter until the I heard nothing of this matter until the beginning of the year, although it is one of the good towns in my constituency. These are matters, however, as to which the Postmaster General will perhaps in-form the House of. I would like to have it cleared up, because it seems an ex-traordinary matter to me that the Post Office Department should ask the Canadian Pacific railway to change their station from the name of Broderick to St. Aldwyn because there was a station named Roderick in Muskoka, Ontario. If my hon, friend will look up the 'Post Office Guide' at page 206 he will see Broderick mentioned there as a post office with power to issue and pay postal notes. but the 'Postal Guide' does not contain any post office named Roderick so far as I can see. Therefore, it appears that the name Broderick was before the Post Office Department, but the name Roderick was not known to them. Roderick, it appears, is a siding between Bala and Muskoka, which is a divisional point of the Canadian Pacific railway in the province of 'Ontario. I see that although four or five trains a day stop at Muskoka, only one train north and one train south stops at Roderick, and I do not imagine it is a place of any considerable importance. T have a letter from the secretary of the village of Broderick. He says that the community want the name of Broderick. They are going to send delegates to the Railway Commission in regard to the matter, and they would like to have the Post Office De-partment change the name to the one which they have. I want to impress upon the Postmaster General that the name of Broderick is their name. It is the name of the village and of the school district of that town, the name which covers their property there, and for the convenience of the public it is only proper that the post office should bear that name which is the name of the community. I would not in-

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sist that in every case the community should be consulted, because the public service must go on, but some endeavour should be made to suit the convenience of the public. The Post Office Department must be the arbiter in these matters, but I think that in the changing of a name, especially in a community of some importance like this one, the citizens should have some say. I would say that St. Aldwyn is as good a name as Broderick, there is no objection on that score, because both are the names of English statesmen, and the community is one which I am sure has a high regard for these names, but the point is as to the inconvenience which this change causes these people. Now the secretary of the village tells me that there is a letter on this point from Mr. Duval, the superintendent at Moosejaw of the Canadian Pacific railway, and he writes as follows about this letter:

This letter, in common with a letter to you, is dated February 5th. The despatch date estamp is 1.30 p.m., February 8, Moosejaw. Back dated for Pelletier February 10th. Fore dated Blairville, February 12th and also February 17th. Back dated February 24th, Filliatrault. Back dated for Pelletier February 26th. Back dated Broderick February 29th.

I think I have placed this matter pretty fully before my hon. friends. I have not all the information that I would like to have had in making this statement, but perhaps the minister can supply what is lacking with regard to dates. I would urge upon him that he take into considera-tion the views of the people of Broderick, and that he change the name now given to that post office to conform with the name of Broderick as it appears in the municipal life of the people, their school life and in their telephone company, newspaper and other local institutions. There is another thing I would suggest to the minister and as it is in regard to the names of railway stations. I think there may very well be some conference between the railways and the Post Office Department in the naming of their stations. We sometimes wonder where the remarkable names come from that the railways decide upon. The Grand Trunk Pacific have a system of naming in alphabetical order. They have got some very unusual names, and some which do not appear in the proper name dictionaries of any known language. There is an instance in my riding where the Grand Trunk Pacific had established a station within the town limits of Asquith under a different name altogether, a thing which they should never have been permitted to do, and when their attention was called to it they gave it the name which had been given to it by the Canadian Pacific railway, when the latter company had gone through the directory.

Mr. PELLETIER. The difficulty which my hon. friend refers to has existed for some 18 months. The first I knew about it was when my hon. friend spoke about it yesterday in the lobby. None of the papers had been submitted to me. As I understand it, the whole difficulty results from the decision of the Canadian Pacific railway, when they decided to change the name of their railway station, to ignore the wishes of the people of Broderick. I think that is putting the whole thing in a nutshell. The Canadian Pacific railway had named one of their stations Broderick, and they found they had another station on their Toronto and Sudbury line which was named Roderick. They came to the conclusion that this would cause conto change the name of Broderick in my hon. friend's constituency to St. Aldwyn. Dr. Coulter informs me that the Post Office Department has done its best to try to persuade the Canadian Pacific railway to leave the name Broderick, but the Canadian Pacific railway refuses to do so. I understand they went before the Railway Board and had their decision confirmed. I think my hon. friend could solve the difficulty by applying to the Railway Board to compel the Canadian Pacific railway to change their decision, which, as I understand, has been given ex parte. No doubt the existence of the same name for two post offices causes confusion in the Post Office Department. I am informed that in-structions have been given that letters addressed both to Broderick and to St. Aldwyn will all go to the Broderick post-office, in order to avoid confusion until that question is settled with the railway company. As I say, I think the difficulty can be settled by referring it to the Rail-way Board. The department will certainly try to meet the views of my hon. friend. The inspector before asking the Canadian Pacific railway to change its name from St. Aldwyn to Broderick, had suggested to the business men of Broderick to make the change, so that the railway station would not bear one name and the post office another name. But the business men of Broderick would not consent to that, they resisted the application. Under the circumstances, the department tried to bring the Canadian Pacific railway to meet the views of the business men of Broderick. The people of Broderick would not yield, and the Canadian Pacific railway would and the canadian rachic rathway would not yield. Those are the facts put before me by the department. I think the people of the locality are quite right. They have had all their papers and cards printed with the name of Broderick, and their business correspondence bears that name. Naturally they insist on keeping that name. The department will do its best to meet the

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views of my hon. friend and his constituents.

Mr. McCRANEY. I wish to thank my hon. friend for his statement. I would like to say to the Postmaster General that if he will change the name to Broderick I think that the Canadian Pacific railway will consent. But if this matter comes before the Railway Commission, and the name of the post office is St. Aldwyn, that would be a very good reason for the commission adhering to the ex parte order which they have made. But if my hon. friend will change that name to Broderick, I have no doubt the Canadian Pacific railway; like all other railways in this country, will do what the public wants.

Mr. PELLETIER. Has my hon. friend been informed that the post office name has been changed? I think it is Broderick still. I am told, however, that instructions have been given for letters, whether addressed to St. Aldwyn or Broderick, all to go to Broderick.

Mr. McCRANEY. I will read the correspondence. This is a letter which I wrote to the deputy Postmaster General, dated February 26.:

Dear Sir,--I have a letter from the municipal officers of Broderick, Sask., pointing out that the name of the Canadian Pacific railway station has been changed from Broderick to St. Aldwyn, and objecting to it. They point out that the municipality is called Broderick; the local telephone company, the school district and the post office has also the same name. They further state that there is a post office by the name of St. Aldwyn south of Moosejaw, with which there is confusion. Will you, therefore, kindly advise me if the name of St. Aldwyn?

This is the reply:

#### Ottawa, 4th March, 1912.

Dear Sir,—With reference to your letter of the 26th ultimo, stating that the name of the Canadian Pacific railway station at Broderick has been changed to St. Aldwyn, and that, as there is a post office named St. Aldwyn, confusion has arisen, and inquiring whether the name of the Broderick post office has been changed to St. Aldwyn, I beg to say that this matter had already been brought to the attention of the department, and that in order to avoid confusion instructions were given to change the name of St. Aldwyn post office to Filiatreault.

Mr. PELLETIER. The reason why the name of the post office in another part of the country has been changed, is because the Canadian Pacific railway persisted in calling its station St. Aldwyn. I would invite my hon. friend to meet Dr. Coulter, and he will explain the matter fully to him.

Mr. PELLETIER:

Mr. McCRANEY. Has my hon. friend any information as to the request which Mr. Beatty, the solicitor of the Canadian Pacific railway, speaks of, as having been made by the Postoffice Department to the Canadian Pacific railway to change the name to St. Aldwyn?

Mr. PELLETIER. The Postoffice Department has requested the Canadian Pacific railway to keep the name Broderick.

Mr. McCRANEY. That is contrary to the information that Mr. Beatty gives. I am glad to have that information.

Mr. PELLETIER. I will ask Dr. Coulter to give my hon. friend the facts and correspondence.

# BLIND RIVER POST OFFICE.

Mr. SINCLAIR. While the subject of the names of post offices is under discussion, I wish to ask the Postmaster General if he will have the papers I moved for on the 4th of March, relating to the Blind River post office, brought down as soon as convenient?

Mr. PELLETIER. I think they will be brought down on Monday.

# TIMISKAMING DAM.

Mr. PUGSLEY. I would ask the Minister of Trade and Commerce (Mr. Foster) if he will make a note of the return relating to the Timiskaming dam. I moved for the papers several weeks ago, and I am desirous of getting them before prorogation takes place.

Mr. FOSTER (North Toronto). I have made a note of the dam.

# GRAIN TRANSPORTATION IN THE WEST.

Mr. OLIVER. Before the motion is carried, I wish to ask the Minister of Trade and Commerce as to the conditions of the transportation of grain in the west. The Toronto 'Globe' publishes a despatch from Winnipeg which indicates a somewhat unfortunate condition of affairs. I hope that the facts do not justify the statement that I find in the paper. I have no doubt my hon. friend either has the information, or will be able to give the information to the House at an early date.

The despatch is as follows:

Winnipeg, March 21.—Representatives of Canadian railways are at Saskatoon, where the Railway Commission is in session, trying to secure an order to put an embargo on grain to Duluth. Five weeks ago an arrangement was made by which Canadian railways

could take Canadian grain into Duluth at a reduced rate. As a result 6,300 cars of grain have been taken from western Canada into Duluth, and 4,000 cars are listed for that point. At the present time the available elevator capacity unused in Duluth amounts to about 4,500,000 bushels, and it is estimated that consignments on the tracks of different American and Canadian railways will about fill up the Duluth elevators

American and Canadian Fanways will about fill up the Duluth elevators. The Canadian Northern railway still has an embargo on grain going to Port Arthur, and will not be able to take any more consignments to that point until navigation opens, and should the embargo be put on at Duluth it means that no western Canadian grain can be moved for months.

The Canadian Northern lost over five thousand cars during the past six weeks through sending grain to Duluth and the Canadian Pacific railway a thousand. Railway traffic chiefs, at a conference, decided to place an embargo on all shipments to Duluth.

The point of this statement is that the relief that it was expected to secure from the congestion in the west is not to be secured, it would appear from the reading of this article, because of the disinclination of railway companies to deal with the matter for reasons which they seem to put forward, that when they send cars across the line they are not able to get them back. It would strike anyone as peculiar that they can transfer traffic across the line carrying every other kind of commodity and get their cars back, but are not able to do that in the case of grain. However, the point is that, according to this statement the congestion is not in prospect of being relieved.

Mr. FOSTER (N. Toronto). I noticed the report in the paper. I cannot vouch for its accuracy, but if it is accurate it shows about 10,300,000 bushels of grain have been run out on these routes, also that the elevator capacity is practically filled up so far as the Canadian Northern railway shipments are concerned to Port Arthur and Fort William. The Canadian Pacific railway has still some elevator capacity there which is being filled up rapidly. Of course, if Port Arthur and Fort William are full, there is no use in sending grain down that way. If the Duluth elevator capacity is taken up by what is already there and what is en route, there is no further storage available there. This, I say, is on the assump-tion that the article is true. But I have communicated with Winnipeg, and on Monday I will have full information.

-Mr. OLIVER. My hon. friend (Mr. Foster) will give the House the information on Monday?

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Mr. FOSTER. Yes. 188<sup>1</sup>/<sub>2</sub>

# INTERCOLONIAL RAILWAY-PROVI-DENT FUND.

Mr. EMMERSON. I gave the minister of Railways and Canals (Mr. Cochrane), notice last night that on the first occasion when the motion was made to go into Supply, I would bring up a question of serious importance to the employees of the Intercolonial railway regarding the provident fund in connection with that railway.

Mr. FOSTER. The minister (Mr. Cochrane), does not seem to be here. I suppose he waited a long while for this matter to come up. Is it of moment that the hon. member (Mr. Emmerson), should bring this forward to-night, or will it do on Monday?

Mr. EMMERSON. I sent for the minister. If he is not here, of course, I would not wish to press the matter in his absence, for it is one in which he is interested, and I am bringing it up by arrangement with him.

Mr. BURNHAM. He will be here in a moment.

Mr. EMMERSON. The minister is conversant with the facts, and will not need a repetition of any explanation I make. In 1907, this parliament passed an Act known as the Intercolonial Railway and Prince Edward Island' Railway Provident Fund Act. It was my honour and privilege to introduce that Bill, and to advance it in parliament. I had a great deal to do with the draughting of the Bill. That work was done in conference with the representatives of the employees of the railway. Generally, the scope of the Act included a contribution to the fund on the part of the employees of the railway and for every dollar paid in by the employees a dollar was to be paid in by the Intercolonial railway. In this way a fund was to be created which would be utilized in making provision for the retirement of employees whom, through disability or old age, were not in a position to continue in the service. There was a section, known as section 19 of the Act, which read as follows:

Employees who are discharged from the service, for any cause other than those mentioned in paragraph (b) of section 17, after they have been three or more years contributors to the fund, may be paid out of the fund the total amount of their contributions to the fund, but without interest and less the cost and expenses of medical examinations.

That refers to paragraph (b) of section 17 which reads:

Those who are discharged from the service on account of wilful default, misconduct, negligence in the performance of their duties, drunkenness, fraud or dishonesty.

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The Department of Railways and Canals, not to be outdone by some of the other departments of the government, have felt called upon to dispense with the services of employees on the ground of alleged in-terference in party politics; that is, baldly speaking, on account of political partisanship.

Mr. COCHRANE. Following the line you laid down when you were in power.

Mr. EMMERSON. I mention the fact not with the view of making any complaint but only as setting forth a condition. If my hon, friend means by that remark fol-lowing the course that I took myself, I certainly take issue with him in that regard.

Mr. COCHRANE. Well I can furnish the list for the hon. gentleman.

Mr. EMMERSON. I am speaking of myself personally. I can say that there were no dismissals during my period in office.

Mr. COCHRANE. I refer to those that you had dismissed.

Mr. EMMERSON. Not on account of any political partisanship. But, that is neither here nor there, and I am not going to descend to any picayune discussion in respect to the matter. I am simply stating that in their wisdom the Department of Railways and Canals have dispensed with the services of employees on account of partisanship. That is admitted. I am not complaining of it and I am not here to voice any complaint. I am here simply to state the facts. These men, and there are many of them, report to me, and wish it to be reported to the parliament of Canada that, while they are not putting up any wail or lamentation as regards their dismissal, and while they do not ask me to come here and voice any such lamentation or complaint, they do claim that when so dismissed they are entitled to a refund of the amount which they have paid into the provident fund as provided by section 19 of the Act which I have read. It is claimed under paragraph (b) of section 17 the misconduct with which they are charged is not such misconduct as comes within the meaning of the word 'misconduct' set forth in that paragraph of section 17 of the Act. I am bound to say, and I want to take a judicial view of the case, that I may be presumed to have known something about the intention of the phraseology and wording of the Act because I had very much to do with its drafting, its introduction and its crystallization into a statute. It says 'those who are discharged from the service on account of wilful default'; there can be no ques- | that. I have a suspicion that the Minister

Mr. EMMERSON.

tion in respect to the meaning of that. 'Misconduct'; there is a question with respect to misconduct and I am coming to the meaning of the word 'misconduct." 'Negligence in the performance of their duties'; there can be no question as to the meaning of that phrase. 'Drunkenness, fraud or dishonesty'; in a word I hold, and I think that is the fair and reasonable interpretation, that the meaning of the word 'misconduct' as used in this Act is the misconduct of a railway man in con-nection with the discharge of his duties. Indulgence in one's political feelings, going upon the public platform at a political meeting and showing one's sympathy with one political party or the other, may be an indiscretion and it may be an act that will excite the sensitiveness of this or that political party, but it is not, I claim, mis-conduct on the part of the employee and it is not such an act as is or can be included in the term 'misconduct' as used in this statute. It must be some misconduct in connection with the discharge of his official Who will duties as a railway employee. say that it is misconduct to give an exhibition of political party bias? It will be said and admitted on all sides that it is the duty of every man in this country to exercise his franchise. He owes that to the community in which he lives, he owes it to the government of the country and he owes it to himself and to his family. Can any man take part in politics or in the government of the country without in some way being coloured or tainted, if you will, with the views of this or that political party or take a view on some question which may be a political issue? In the very nature of things a man must do such a thing. To give an exhibition of that is certainly not misconduct and it is some-thing which is only natural on the part of every citizen who is not an official. Therefore, you cannot strain the interpretation of the word 'misconduct' into an act that might be in favour of this or that political party. It may not be seemly for an official to show or evince any sympathy with this or that side on a political question, or in favour of this or that political party, and it may not be the policy of the government to continue in the service any man who has done that. But, the government, even the government that dispenses with the services of such a man, cannot characterize such an act as sitting upon a public platform, attending a political convention or even speaking out, or writing a letter saying that this policy is good for the country and that is wrong, as misconduct within the meaning of the Act although it may be indiscreet.

Surely the government should be willing to say that a man is entitled to at least

of Railways concurs in the view I hold, but the Provident Fund Board has taken a different view and has refused to grant the refund in cases where men have been discharged from the service for political reasons. On their part, these men say that their political sympathy is not such misconduct as should debar them from receiving this money back, and I think their proposition is fair and reasonable. Even if the government could properly take exception to the action of these men politically, surely it is not desirous of withholding that money, especially as it is not a matter which merely affects the present case, but which establishes a precedent for the future.

Mr. CROTHERS. Is the money paid in by the men on a percentage of their wages?

Mr. EMMERSON. Yes. For every dollar paid in by the employees the government adds another dollar.

Mr. CROTHERS. How long has that fund been in existence?

Mr. EMMERSON. The Act went into operation on the 1st of April, 1907, and many of these men have been paying in from that date to the present. It seems to me that the claim of these men is one which should receive the favourable consideration of the minister. Does Canada want this money? Simply because these men have been indiscreet in politics do the people of Canada wish to withhold from their families this money? There are many in the public service who have, perhaps, equally as strong opinions politically as these men, but who have been diplomatic enough to conceal them, and they will continue in the service and get the benefit of the payments they have made. The question is: Does Canada need this money?

Mr. STANFIELD. I understand there is a rule in the Railway Department that an employee who leaves the service without notice cannot get a refund of the money he pays in. I had one or two cases of that kind which I brought to the attention of the late administration, and a refund was refused. Did the people of Canada want that money?

Mr. EMMERSON. I say no. I know there are instances in which that was done by the Managing Board, but I venture to say that previous to 1907 it did not occur.

Mr. STANFIELD. I refer to cases which occurred within the last two years.

Board and I say that the Managing Board is not justified in withholding that money,

and that restitution should be made. It must be recognized that we are establishing a precedent that will be followed. for all time on the government railway, and we should act in accordance with our sense of what is right and fair. The word misconduct' must be interpreted with its context as meaning misconduct as a railway man. At a conference with representatives of the employees of the railway in 1907, I gave that interpretation of the Act which I believe to be the only true one. When a man gives a vote or enters a political convention he does it as a citizen, and misconduct under the Act must be misconduct in the discharge of his duties as an employee of the railway. It would not be possible for these men to set the law in motion, and to resort to their right of appeal to the Exchequer Court.

Mr. COCHRANE. I intimated to the hon. gentleman before dinner that these men would get their money.

Mr. MACLEAN (Halifax). I am glad to hear the minister say that, because, on the case presented by the hon. member for Westmorland, these men were fairly en-titled to what they had paid in.

Mr. COCHRANE. I told him before dinner that we were going to do it, and I thought we might save the time of the House.

Mr. EMMERSON. I did not so understand the minister, but I am glad to take his word now, and to know that these men are to have these amounts refunded according to his unqualified statement.

Motion agreed to, and House went into Committee of Supply.

### SUPPLY.

To cover expenditure in connection with the administration of the Acts for bounties on iron and steel; lead contained in lead ore; crude petroleum and mineral fibre, \$7,000.

Mr. MACLEAN (Halifax). Will there be any bounties on the production of iron and steel in the next fiscal year?

Mr. FOSTER (North Toronto). Not this year. Lead, petroleum, and mineral fibre are the only articles on which payment will be made.

Steam service between Canada and Mexico upon the Atlantic ocean, \$50,000.

Mr. FOSTER (North Toronto). I want to make a change in the item if there is Mr. EMMERSON. I have brought such no objection. I propose to drop out the cases to the attention of the Managing word 'and' after 'Canada', and add the words 'with Mexico and South America or either', It would then read:

Steam service between Canada, Mexico and South America, or either.

I do that for this reason: It may be possible that that subsidy between Canada and Mexico may not be used, but could be better utilized by extending a service to South America. That might be arranged by calling at Mexico and going on to a South American port, or it might be better arranged by going to a South American port direct.

Mr. MACLEAN (Halifax). What South American port has the minister in mind?

Mr. FOSTER (North Toronto). I have none in mind, but I am thinking of making a trial of the extension of our service towards Brazil and Buenos Ayres. The Mexican service is not a very profitable one to us, and if by any reason I could utilize that towards an extension, either by calling at Mexico, if it were thought to be best, and extending to a port in South America, or leaving out Mexico and going direct to South America, I would like to have the privilege of doing so.

Mr. MACLEAN (Halifax). Of course the minister would not make any change in the present service without giving ample notice to the public. A steamship service from Canada to Mexico and then, say, to Buenos Ayres would be an impossible service.

Mr. FOSTER (North Toronto). I would think so too. That is the reason I am putting it so that Mexico might be left out.

Mr. PUGSLEY. The difficulty which occurs to me is this: His Royal Highness has approved of a certain vote for a certain service. Does my hon. friend think that that can be altered now giving an appropriation which might be used for a different service from that which has been recommended by His Royal Highness? Then the other objection is, the item has already passed. My hon, friend will have to in some way—

Mr. FOSTER (North Toronto). We will reconsider it.

Mr. PUGSLEY. What does my hon. friend think of the other point? I know the late Finance Minister was very careful in allowing no change to be made after the estimates were before the House, and would never do it unless it was to correct an error, so that he would be able to make it manifest that the vote was not carrying out what it was intended to do.

Mr. FOSTER (North Toronto). There would be no objection provided the words 'and South America' were added afterwards, because we would get the service

Mr. FOSTER (N. Toronto).

between Canada and Mexico, and would also get the extension of it. That would be perfectly within the scope of the vote. It would be a little different, however, if we left out Mexico and substituted South America for it; that would change the direction of the vote.

Mr. MACLEAN (Halifax). Is it not unlikely that you could effect a change of the service this coming season?

Mr. FOSTER (North Toronto). I am not pressing the matter very particularly. Now, there are one or two items in the supplementary estimates that I would like to have put through.

To provide gratuities to the following lecturers and agents formerly in the Annuities Branch of the Department of Trade and Commerce, which are granted in consideration of the fact that the services of these employees have been dispensed with on account of the transference of the Annuities Branch to the Post Office Department, viz.:-Dr. James Samson, \$80; L. L. Santerre, \$375; Edwin Dickie, -\$375; Georges Belleau, \$375; R. D. Cameron, \$250; H. Cartwright, \$250; Mrs. E. Cummings, \$250; Pierre Gravel, \$250; T. J. B. Leger, \$125-\$2,830.

Mr. MACLEAN (Halifax). What are the names of the lecturers who are not being provided for under this item?

Mr. FOSTER (North Toronto). All the lecturers that were in the service, at the time the order in council providing for the transfer of the branch was passed, are included.

Mr. MACLEAN (Halifax). There is the name of one gentleman who lectured in Nova Scotia. I cannot tell his name at present, but I do not see it here.

Mr. FOSTER (North Toronto). He had resigned before.

Mr. PUGSLEY. How many months' salary did you give?

Mr. FOSTER (North Toronto). I gave one month's salary for each year of service, and if it was within a fairly small fraction of a year it counted as a year.

Mr. McKENZIE. I desire to call attention to an item in the main estimates which was up before item 194, page 73:

Steam service from the opening to the closing of navigation in 1912, between Port Mulgrave, St. Peter's, Irish Cove, and Marble Mountain and other ports on the Bras d'Or lakes, \$6,000.

At that time I called the attention of the minister (Mr. Foster) to the fact that this steamer 'Richmond' was making trips through the St. Peter's canal, to a point on the Intercolonial railway at Mulgrave. It was contended by the hon. member for

Inverness (Mr. Chisholm) and the hon. member for Richmond (Mr. Kyte) that it was necessary to go to Port Mulgrave to take goods for Marble Mountain, and that she could not take these goods, except by going to Port Mulgrave. I forgot to say then, that the goods for Marble Mountain could be picked up at Iona, the starting point of the boat, 40 miles east of Mulgrave. Iona, like Port Mulgrave, is a point on the Intercolonial railway, and all that is necessary is to let the goods run down to Iona and put them aboard the boat there to be taken to Marble Mountain. 'The time that would thus be saved could be utilized in calling at points that are now without any service, such as Big Pond, East Bay, North Side East Bay, Eskasoni and Castle Bay. In this way the services of the boat could be utilized better than by going to Port Mulgrave.

Mr. FOSTER (North Toronto). I noticed what my hon. friend (Mr. McKenzie) said the other night, and I will read in 'Hansard' what he has just now said. I will go over the two series of observations he has now made, and I will see what we can do towards utilizing the services of the vessel in the best way.

Mr. PUGSLEY. It is now eleven o'clock, and I think that when the sittings begin at eleven in the morning, eleven at night is late enough to adjourn, especially on Friday night. More especially I think the committee should rise because so few of the members of the House are present. And as it is proposed to discuss the estimates of the Minister of Agriculture, I think we should have more of our friends present, who are familiar with these subjects. I did not imagine that these items were to be taken up to-night. The hon. member for North Oxford (Mr. Nesbitt) The hon. was the Chairman of the committee on agriculture, and I know he would like to be present. I do not think the Minister of Agriculture (Mr. Burrell) would gain much by going on to-night. We shall make all the more rapid progress taking up his estimates earlier on some future day, especially when we shall have gentlemen here to assist him in getting his estimates through who know as much about agriculture, almost as the minister does himself.

Mr. FOSTER (North Toronto). As tomorrow is a holiday for all except the ministers, I think we might go on for another hour. We can keep one item back on which the hon. gentleman referred to will have an opportunity to ask questions. I cannot see why the hon. gentleman (Mr.

Pugsley), should object when he has present such an eminent agriculturist as the hon. member for South Renfrew (Mr. Graham).

Mr. GRAHAM. The difficulty has been in my short experience in this parliament that we never know what estimates are coming up. On three different occasions we have been told what estimates were to come up, and on each occasion something else was taken up. But, being a new member, and not accustomed to the rules, I did not object. No person on this side, so far as I know, knew that the Minister of Agriculture had any idea of going on to-night.

Mr. BURRELL. Notice was given this afternoon.

Mr. GRAHAM. We were told that Trade and Commerce would go on.

Mr. BURRELL. And Agriculture-I heard the Prime Minister say so.

Mr. GRAHAM. It must have been late and after the members had begun to leave the chamber. We were told that the subsidies would go on, but the bottom fell out of that. Then we were told that the Minister of Trade and Commerce would go on. And a Bill was introduced by the Postmaster General which was not anticipated at all. We have worked every night this week until one o'clock.

Mr. BURRELL. We could leave over such items as are contentious, and could dispose of a good deal.

Mr. GRAHAM. The hon. gentleman for-

Mr. FOSTER (North Toronto). If hon. gentlemen opposite insist, of course, we will not press the matter against their desire.

Mr. LEMIEUX. We have been in the House since eleven o'clock this morning, and it is now after eleven at night. The hon. minister (Mr. Burrell), will not lose anything by the adjournment. On Monday we will come ready to put oil on the wheels, and run the work through rapidly.

Some resolutions reported.

Mr. FOSTER—moved the adjournment of the House.

Mr. GRAHAM. What business will be taken up Monday?

Mr. FOSTER. We will take up Bills, any of the Bills on the order paper, then Agriculture, then the Secretary of State, and after that all the rest.

Motion agreed to, and House adjourned at 11.20 p.m.

# HOUSE OF COMMONS.

MONDAY, March 25, 1912.

The SPEAKER took the Chair at Eleven o'clock.

FIRST READING.

Bill (No. 180) to amend the Dry Dock Subsidies Act, 1910.-Mr. Monk.

YUKON PLACER MINING ACT AMEND-MENT.

Mr. ROGERS moved for leave to introduce Bill (No. 181) to amend the Yukon Placer Mining Act. He said: There is no provision in the present Act for the appointment of an arbitrator to represent any particular interest in the event of the owner of such interest refusing or neglecting to appoint such arbitrator, nor is there any time limit within which the arbitrators, being an even number, shall agree upon an additional arbitrator. There are several other clauses in the Bill, all of which will be explained when it goes before the committee.

Motion agreed to, and Bill read the first time.

# INQUIRY FOR RETURNS.

On the orders of the day being called:

Mr. KYTE. Mr. Speaker, I desire to call the attention of the hon. Minister of Marine and Fisheries (Mr. Hazen) to certain returns asked for several weeks ago. One has reference to the dismissal of Mr. L. G. Power, fishery overseer, at Arichat. Another has reference to the dismissal of Mr. Arthur Brymer, fishery officer at L'Ardoise, in the county of Richmond. Another has reference to official correspondence relating to foreign shipping engaged in the coasting trade in Canada. It is important that these returns should be brought down at the earliest possible moment.

Mr. HAZEN. My hon. friend was kind enough to drop me a line, and I have brought the matter to the attention of the Deputy Minister. I think some, at least, of these returns have come to the House.

Mr. KYTE. I received two; the others are still outstanding.

Mr. HAZEN. I will see that they are laid on the table as quickly as possible. With reference to the return asked by the hon. member for Gloucester (Mr. Turgeon), I thought it would be down to-day; I will try to expedite it.

# DESTRUCTION OF HORSES AT WEY-BURN.

Mr. OLIVER. Is the Minister of Agri-culture (Mr. Burrell) in a position to give adequate to enable the company to insure the Mr. FOSTER (N. Toronto).

information now in reference to the killing of certain horses at Weyburn?

Mr. BURRELL. I am not yet in a posi-tion to give the information and will not be until I receive a full report, which I expect will be to-day or to-morrow.

# UNIVERSAL EYESIGHT INSURANCE COMPANY.

Further consideration in Committee of the Whole of Bill (No. 126) to incorporate the Universal Eyesight Company.-Mr. Mc-Lean (Queens).

Mr. OLIVER. When this Bill was being considered by the committee on Friday night there was a small attendance in the House and very few members of the govern-\* ment present. I took the liberty of calling attention to the fact that this Bill proposed an entirely new departure in the matter of insurance, and I suggested that it was not wise that such a Bill should become law without the fullest possible consideration of its consequences. I took the responsibility of drawing attention to the Bill, especially for the reason that it appeared to be an incorporation asked for from the district I have the honour to represent. I have no desire to hamper in any way the enterprises of any citizens of any part of the Dominion and much less those of the part with which I am more particularly identified. But I still think I would be doing less than my duty, now that there is a fairly good attendance in the House, and that the Prime Minister is present, if I did not elicit a statement as to the views of the government in regard to the propriety of parliament sanctioning this very new departure in the matter of insurance.

Mr. McLEAN (Queens, P.E.I.). Since the Bill was last considered in committee, I met the officials of the Insurance Department, who went over this matter with the promoters of the Bill, and I obtained from them a memorandum with reference to the matter. I may say that the officials of the depart-ment told me that they had gone into the matter very carefully, and they saw no objection to the passing of a Bill by parliament because the department would safe-guard the public in every respect. The following is the memorandum:

Memo re premium rates necessary for benefits Memo re premium rates necessary for benefits proposed to be granted by the Universal Eyesight Insurance Company. The above mentioned company proposes to insure against total or partial blindness, the benefits to be granted, being as follows:— For total loss of sight of one eye, cash pay-ment of \$500. For total blindness, cash pay-ment of \$100 and a payment of \$10 per work

ment of \$100 and a payment of \$10 per week thereafter during the life-time of the assured.

benefits has been made on the basis of the best available statistics regarding blindness. These statistics are the results of an investigation recently carried on by a special commission acting under direction of the United States government and under the chairmanship of Dr. Alexander Graham Bell. The result of the calculation shows the single net premiums adequate for the benefits to be as follows:

 Age.
 Net single premium.

 20. ...
 \$1 65

 25. ...
 2 00

 30. ...
 2 49

 35. ...
 3 14

 40. ...
 3 74

 45. ...
 4 39

 50. ...
 5 14

 55. ...
 6 00

 60. ...
 6 91

 65. ...
 8 14

 70. ...
 9 53

 75. ...
 10 64

 80. ...
 12 80

It is not proposed that any insurance shall be granted over the age of fifty years. These are the net premiums, but the company estimate that they will be required to add to these premiums the sum of \$4 for cost of office expenses, &c., which would make the first premium \$5.65. This would be a single premium. In case of accident or total blindness within the time mentioned, the party would get the amount I have stated. The Treasury Board has passed on the amount likely to be required by the government. It will be between \$50,000 and \$75,000 in the first place, and as the business of the company increases the amount will be increased. In the opinion of the officials of the department the public will be fully safeguarded. This is a kind of insurance that is granted by Lloyds every day.

Mr. BORDEN. So far as I am concerned, I have not given a great deal of consideration to this Bill. I had not the advantage of being present during the previous discussion upon it, but I am not able to see at the moment any particular reason why the Bill should not pass. It strikes me that it is very much along the line of accident insurance, which is a very common thing in this country; and, as the experts of the Department of Finance who give attention to these matters think that the public interest can be adequately protected under this Bill, it seems to me that there is no reason why we should prevent these people from carrying on a business which is a lawful business, and which could be carried on by any man now without the necessity of incorporating a company.

Mr. OLIVER. I have no further objection to make to the Bill, but as the effect is often a very difficult task, and requires of the legislation would depend upon the some time for its accomplishment. I under-

administration by the government, for which the government, of course, will be responsible, it seemed to me that it was desirable that the attention of the government should be drawn to the special character of this Bill.

Mr. BORDEN. I observe by the terms of the Bill that the provisions of the Insurance Act of 1910 regarding the collection of a reserve liability shall not be applicable to the company, but that except as otherwise provided by this Act, the company shall have all the powers, privileges and immunities, and shall be subject to all the liabilites and provisions of the Insurance Act so far as they may be applicable to the company.

Bill reported, read the third time and passed.

# ALBERTA, PEACE RIVER AND EASTERN RAILWAY.

House in committee on Bill (No. 129), respecting the Alberta, Peace River and Eastern Railway Company.—Mr. Chabot.

On the preamble,

Mr. OLIVER. On Friday, when this Bill came up for consideration in Committee of the Whole there were very few members present, and as it is an application for an extension of a charter and appears to apply chiefly to the constituency which I have the honour to represent. I was desirous of being informed as to the route to be followed by the railway and to what extent that route in any degree covered the ground that was covered by other charters. I was unable at that time to get the information, as neither the chairman of the Bailway Committee, the promoter of the Bill nor the Minister of Railways was in the House. I would now ask that this information be given the committee before the Bill passes.

Mr. CHABOT. I must express some surprise at the hon. gentleman treating this Bill in a contentious manner, when it is merely an application for an extension of time to construct this railway. The Alberta, Peace River and Eastern Railway Company was incorporated by the Act of parliament assented to on May 4, 1910, and I am not informed that my hon. friend at that time took any strong or serious objection to the passage of the Bill. The time of the charter has not yet expired, and as this is the first application and I understand that there is no precedent for refusing a first application, I do not think the hon. gentleman should take any objection to it. My hon. friend will admit that the financing of a railroad company is often a very difficult task, and requires

stand that the directors of the company have complied with all the legal requirements, and have made a deposit for organization purposes, as required by the Rail-way Act, at the head office of the Bank of Ottawa. I think my hon. friend who took up this matter on my behalf on Friday right read a copy of a letter from the bank manager, in which he certified that this de-posit had been made. This railway is going to be built by British capital, and I am advised that all the necessary financial ar-rangements have been made in London. The Bill has been passed by the Senate and has been approved without amendment by the Railway Committee of the House of Commons. I am sure that my hon. friend has read the Bill, describing the construction of the road and its operation, and I do not think he can show that it is going to clash with another road through Alberta or Saskatchewan. On national grounds, I feel that every member in this House is filled with glorious anticipations and expectations regarding the future advancement and prosperity of that country, and I think on these grounds that the hon. gentleman should not object to the construction of a road which when in operation will contribute very materially to that development.

Mr. OLIVER. My hon. friend's information is not very extensive. In the list of subsidies I find a vote to the Alberta Pacific Railway Company for a line 100 miles in length covering much the same territory. This is not in my constituency, and therefore I have only a secondary interest. If it was amended so as not to apply to northern Alberta, I would not further con-cern myself about it, but if it is to apply to my constituency I would be falling short of my duty if I did not point out that where several charters are granted by parliament covering the same ground, instead of that being an advantage in hastening railway construction it is distinctly a disadvantage, and I wish to urge that there be no such duplication of charters covering the same ground. This particular charter was granted two years ago, but absolutely nothing has been done towards the construction of a railroad, and now they ask for a renewal of the charter. My conviction is that when a company receiving a franchise with authority to raise money to issue bonds and expropriate property takes no action under that charter, the charter should under no circumstances be con-tinued, that the slate should be cleared and some one else should be given a chance to cover that ground with a railway. I am informed there are really three charters covering this ground, and so my contention is strengthened.

Mr. CHABOT.

Mr. CURRIE. The policy of the Railway Committee is clearly defined that they will not give a monopoly in a railway charter to anybody, and if two parties apply for charters over the same ground, they will grant them. I shall not enter into a discussion as to the wisdom of that policy, but that has been the policy for a great many years, and I do not see how we can now make flesh of one and fish of another. I can name half a dozen cases where more than one charter has been given over the same ground. In this case there are two others, the Alberta and Pacific, and the Fincher Creek and Western. If the hon. gentleman is opposed to the policy of the committee he should come before the committee and propose that they should adopt a new system or revert to the old system that obtained many years ago.

Mr. OLIVER. If it is the policy of parliament to grant charters as they are requested, then there is no necessity of applicants coming to parliament, the matter could be handled through the Secretary of State. I repeat that instead of hastening railroad construction by the duplication of charters we retard it, and if parliament has adopted the principle suggested, I can only put in my feeble protest that it is a wrong principle if we are looking for early railway development. If the three roads are able to finance their undertakings, then we have a double or treble expense serving a particular section, when there are thousands of square miles in the west needing railway communication. This policy must tend towards the concentration of railroad advantages in one section of the country to the disadvantage of other sections where those advantages are needed, and is not a policy which tends to the railway development of western Canada.

Mr. CURRIE. There may be a good deal in what the hon. gentleman says, I think there is myself, but personally I do not believe in the duplication of railways; really I think it would be better to control the number of railways than to have duplication. But when we come to consider that the Grand Trunk Pacific is within sight of either the Canadian Pacific railway or the Canadian Northern railway, from the time of leaving Fort William until reaching the Rocky mountains, it is quite evident that if the hon. gentleman desired to make protests he should have done so several years ago. I do not think there is any question at all that the Grand Trunk Pacific was intended to travel 40 or 50 miles away from the other two roads. The hon. gentleman (Mr. Oliver) himself knows their locomotives are pretty nearly in sight of each other from the time they leave Winnipeg until they reach Edmonton, and it is the

.5945

same all the way down to Fort William. The policy of the late government, as expressed by the then Minister of Railways (Mr. Graham), was that this was not an era of pioneering with railways, it was an era now of competition. I do not know whether the hon. gentleman who has just taken his seat agreed with that at the time. I did not, and I am glad that he has seen a little different light. This Bill was discussed before the Railway Committee, and the protests which the hon. gentleman have made were made at that time, and they have been urged time and time again, and have not found favour with the committee. The question with which the committee has to deal, when these bills come before them, is to see that they do not contain any provision for grabbing franchises in the western country. There is scarcely a Bill that comes before them that does not seek to grab waterpower or something of that kind. If Bills contain obnoxious provisions of that sort we have to cut. them out, and see that the charter conforms to the proper requirements, and in per-forming this duty I think the Railway Committee serves a very good purpose indeed.

Mr. TURRIFF. I think the hon. member who has just spoken is somewhat in error as to the Grand Trunk Pacific paralleling the other roads mentioned from Fort William to the Rocky mountains, although there are some parts of its railway system of which that might be said-for instance, west of Saskatoon and west of Edmonton. Considering that part west of Edmonton, however, the Grand Trunk Pacific was the first road to build into that district. With regard to the line west of Saskatoon, there is a certain distance in which it parallels the Canadian Pacific railway, because there is a gap there that they had to get through, and to select any other place would have meant very much more expensive construction. In very few parts of the remainder of the system will it be found that these railways are too near together. On the contrary, one of the principal officers of the Canadian Pacific railway told me that in the prairie country if we had six miles of territory on each side of the tracks it would furnish a good paying traffic; and, so far as I can judge from going over the roads there is not nearly as much duplication of tracks in the west as there is the eastern Canada. There is a great deal in what the hon. member for Edmonton (Mr. Oliver) has said about the policy of renewing charters every year, and the matter is one that I have protested against ever since I have been in the House. Beyond all doubt, the fact that two or three companies owning a charter for a railway over the same ground very often prevents any one of them from building. In my own constituency I

have an instance of one of the big companies owning a railway charter, and only a short piece of the road has been built. One of the other companies wanted to build, but whenever they made a start or tried to build in the same territory, the first railroad would construct six or ten miles further. That railway has been hanging fire for the last ten years, and practically nothing has been done. On the other hand, had they been told 'Unless you go on and build the railway within a certain limited time your charter will be forfeited and given to another company with the right to build,' that railway would have been built years ago. It may perhaps be a serious matter to undertake to cancel a charter, or to refuse to renew a charter, but the policy at present pursued does not tend always to secure the early building of railways for which charters have been granted.

Bill reported, read the third time and passed.

# THE BRITISH AMERICAN TRUST COMPANY.

House in committee on Bill (No. 155) to incorporate the British American Trust Company.—Mr. Blain.

On section 15,

Mr. WHITE (Leeds). I have carefully considered this section, and I think there is an objection to the word 'amalgamate." The section provides that the company may amalgamate with any other company hav-ing similar powers. Now I apprehend the possibility of this trust company amalga-mating with another company, let us say, a loan company having similar powers, in part. The result would be, I think by reason of the use of the word 'amalgamate', to create an amalgamated company having the joint powers of the two companies. That I think would be objectionable in the case of a trust company, of which we have sought in previous legislation to limit the power. I have taken the matter up with the promoter of the Bill, and he assures me that there is no intention to create an amalgamated company having joint powers such as I have described. With his con-currence, I desire to move the following amendment:

That section 15 be struck out and the following be inserted in lieu thereof:

The company may acquire, and hold the whole or any part of the business, right and property of any other company or companies within the legislative power of the parliament of Canada, or of any of the provinces thereof, carrying on any business which the company is authorized to carry on, conditional upon the assumption by the company of the duties, obligations and liabilities of every such company with respect to the business, rights and

property so acquired which are not performed or discharged by such company; provided that no agreement for such acquisition should take effect until it has been submitted to and approved by the Treasury Board.

The difference between this proposed amendment and the existing clause is substantially this, that if the company acquires the rights, properties and assets of a new company, the corporate powers of the com-pany will not be enlarged, as might be the case in the event of an amalgamation.

Amendment agreed to, and Bill reported, read the third time and passed.

# GRAND TRUNK RAILWAY OF CANADA.

House in committee on Bill (No. 130) respecting the Grand Trunk Railway Company of Canada .- Mr. Currie.

Mr. CURRIE. I desire to ask that this Bill be allowed to stand until Wednesday. The solicitor for the Grand Trunk Railway Company instructed me that Mr. Kelly, the master of transportation, was to be here to-day, but he has not yet turned up. For that reason, I would ask it to stand, and I will not proceed with the Bill until he does come and see the Minister of Labour.

Bill allowed to stand.

# TIMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION NORTHERN AND GRAND TRUNK RAILWAY.

House in committee on Bill (No. 145) to ratify and confirm certain agreements be-tween the Timiskaming and Northern On-tario Railway Commission and the Grand Trunk Railway Company of Canada.-Mr. Currie.

Mr. CURRIE. This Bill is in exactly the same position as Bill (No. 130), and I ask that the consideration of it be deferred until Wednesday next, in accordance with the arrangement.

Bill allowed to stand.

# CONSIDERED IN COMMITEE-THIRD READINGS.

Bill (No. 119) respecting certain patents of the Continental Can Company .- Mr. Fripp.

Bill (No. 148) to incorporate the International Guarantee Company .- Mr. Mc-Craney.

Bill (No. 127) to incorporate the Canadian Public Health Association .-- Mr. Schaffner.

Bill (No. 142) for the relief of Alvena Bell Leaitch .- Mr. Macdonald.

Bill (No. 147) for the relief of Isabella Helen Horncastle .- Mr. Clark (Red Deer).

Bill (No. 153) for the relief of George Mc-Kay Sutherland.—Mr. MacNutt.

Mr. WHITE (Leeds).

Bill (No. 131) for the relief of Isobell Isaac.-Mr. MacNutt.

Bill (No. 133) respecting the Methodist church .- Mr. Aikins.

Bill (No. 154) to incorporate the Guarantee Life Insurance Company of Canada .--Mr. MacNutt.

Bill (No. 128) to incorprate the Montreal and Lake Victoria Railway Company.—Mr. Coderre.

Bill (No. 132) respecting the Mexican Interurban Electric Traction Company, Limited, and to change its name to the Mexican Interurban Railway Company, Limited.—Mr. Macdonell.

Bill (No. 146) respecting the Saskatchewan Central Railway Company.-Mr. Martin (Regina).

Bill (No. 159) respecting the Mexico Northwestern Transportation Company, Limited and to change its name to Mexico Northwestern Pacific Railway Company .-Mr. Macdonell.

Bill (No. 160) respecting Alabama Trac-tion, Light and Power Company, Limited. -Mr. Macdonell.

# QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

#### THE BRITISH MAILS.

Mr. McKENZIE:

How often were the British mails landed at North Sydney during the summer of 1905?
 How many hours earlier were mails de-livered at Sydney, Halifax, Charlottetown and St. John when landed at North Sydney than when landed at Rimouski?
 How often were the British mails out

3. How often were the British mails out-ward delivered to the steamships at North Sydney during the summer of 1905? 4. What time could be saved by delivering the Maritime mails for Great Britain out-

ward at North Sydney instead of Rimouski? 5. Is it the intention of the government to make further tests of landing the mails at North Sydney?

6. How much nearer is North Sydney to Liverpool than Montreal, Quebec, Halifax or St. John?

#### Mr. PELLETIER:

1. Once.

2. Halifax, Charlottetown and St. John being nearer Sydney than Rimouski, there is a difference of between 15 and 16 hours. 3. No mails were delivered to outward bound steamships at North Sydney during the summer of 1905.

4. This entirely depends on circumstances. 5. The experiment made in 1905 gave all the information needed.

6. The department has no more precise and special information on this point, than the general knowledge which every one may have by looking at the map.

#### PICTOU WINTER STEAMERS.

#### Mr. MACDONALD:

1. What was the total amount paid in January and February, respectively, in the years 1911 and 1912, for the handling of freight connection with the winter steamers at

In connection with the winter steamers at Pictou, N.S.? 2. What was the number of tons of freight carried to and from Pictou by the winter boats during the months of January and February, respectively, in the respective years 1911 and 1812?

Mr. HAZEN:

Fiscal year 1910-11.—January, \$1,133.75; February, \$1,134.

Fiscal year 1911-12.—January, \$1,276.50; February, \$1,304.25.

Fiscal year 1910-11.-January, 1889, 367-2000 tons; February, 1878<sup>1</sup>/<sub>2</sub> tons. Fiscal year 1911-12.—January,

1573 1262-2000 tons; February, 1547 324-2000 tons.

# DISMISSALS.

### Mr. MARTIN (Regina):

Has W. M. Leigh, postmaster at Kirkton, Ontario, been dismissed? If so, why?

Mr. PELLETIER. The postmaster of Kirkton removed to the Northwest, where he was to remain for a prolonged period. It was considered advisable, therefore, to make a new appointment to the postmastership.

#### Mr. SEGUIN:

1. What is the result of the inquiry held at Repentiony at the request of Jos. Morin, ad-vocate, regarding L. Rivest, Jean Baptist Lachapelle and Louis Dubois, lighthouse keepers? 2. How much has this inquiry cost?

3. Will the present lighthouse keepers be retained in their duties?

Mr. HAZEN:

1. (a) L. Rivest. Charge not substantiated.

(b) J. B. Lachapelle. Charge not substantiated.

(c) L. Dubois. Charge substantiated.

2. \$41.40. 3. The services of Mr. Dubois will be dispensed with.

Mr. SEGUIN:

1. Who is the postmaster at Lachenaie, in the county of L'Assomption? 2. Were complaints made against him? If

so, what are these complaints, and by whom were they made?

3. Has an inquiry been held respecting them? If so, who asked for this inquiry and who acted as inquiring commissioner? 4. What is the cost of this inquiry, and what

5. Does the department intend to maintain in office the present postmaster?

Mr. PELLETIER:

1. Gaspard Venne.

2. Yes. Political partisanship. A tain number of residents of Lachenaie. A cer-

3. Yes, on instructions of Postmaster General to Mr. J. G. H. Bergeron, advocate, Montreal.

4. \$21. Charges were not sustained.
 5. Yes.

Mr. BOYER:

1. Have complaints been made against Orhir Legault, postmaster of L'Ile Perrot North? If so, by whom? 2. Has an inquiry been held?

3. Has the department decided to appoint another postmaster there?

4. Has any resident been recommended to re-place Orphir Legault? If so, what is his name and by whom was he recommended?

# Mr. PELLETIER:

1. Yes. By Mr. Michel Leduc.

2. Inquiry was to be held, but before it started the postmaster resigned.

3 and 4. No appointment has been made vet.

# Mr. CARVELL:

1. Has Andrew Yule, collector of Customs at Aurora been dismissed, or is it the intention of the government to dismiss him? If so, for what reason?

2. Has any person or organization asked for his dismissal? If so, who are they?

Mr. REID (Grenville):

1. This question was answered recently, as appears by 'Hansard,' page 4870, as follows:-

'Mr. REID (Grenville). On the report of the inspectors, Mr. Andrew Yule, sub-collector of customs at Aurora, has been granted leave of absence, with pay, until July 1, 1912, after which his case will be considered. The reports show him to be in had health and it is necessary to have in bad health, and it is necessary to have an officer in charge able to perform the duties of the office.

2. No.

Mr. SEGUIN:

1. Has Mr. Emile Archambault, letter carrier of Montreal, been dismissed from his employment?

2. If so, why, at whose request, and by whom has he been replaced?

#### Mr. PELLETIER:

1. Yes.

2. (a) Active political partisanship.

(b) By instructions given by Postmaster General.

(c) No person has yet been appointed to replace Mr. Archambault.

#### COST OF INQUIRIES.

Mr. CARDIN:

1. What is the cost of each of the inquiries made by Mr. J. G. H. Bergeron, in the county of Richelieu, at St. Louis de Bonsecours, St.

Ours, St. Robert, Sorel, St. Joseph de Sorel, against the postmasters of these places?

2. Was Mr. Bergeron authorized to secure the services of counsel for the conduct of these inquiries, did Mr. Bergeron require the services of such counsel, and what is his name?

3. What sum or sums have been paid by the government for the services of this advocate in each of the inquiries?

If no payment has yet been made, what 4. is the amount claimed by this advocate for his services at each of these inquiries?

#### Mr. PELLETIER:

1. St. Louis de Bonsecours, \$34.78; St. Robert, \$34.78; Sorel, \$34.77; St. Joseph de Sorel, \$34.77; St. Ours, \$27.

2. No.

3. Answered by No. 2.

4. Answered by No. 2.

# L'ASSOMPTION PUBLIC WORKS.

### Mr. SEGUIN:

1. Is the honourable Minister of Public Works at present in a position to state if in the supplementary estimates of this session credits will be granted to replace those voted for the year 1911-12, for the purpose of build-ing a wharf at L'Assomption, an ice-breaker on the River l'Achigan, and a public building in the town of Laurentides?

2. Will these different undertakings be carried out in the course of the present year? 3. If the department has decided not to do

these works, for what reasons and at whose request?

#### Mr. MONK:

1, 2 and 3. The matter of providing votes for the purposes mentioned is being carefully considered. It is expected that the supplementary estimates will be brought down within a few days.

#### EMPIRE TRADE COMMISSION.

#### Mr. KYTE:

Has the government nominated its represen-tatives on the Empire Trade Commission, vice P. C. Larkin of Toronto? If so, is it the in-tention that the nominee shall devote his whole time to the work of the commission?

Mr. BORDEN. The government has nominated the Minister of Trade and Commerce as its representative on the Empire Trade Commission. It is the intention that the Minister of Trade and Commerce shall devote such time as may be neces-sary to the work of the Commission, but it is not understood that it will occupy in any one year anything like his whole time.

# L'ILE PERROT SOUTH MAILS.

#### Mr. BOYER:

1. When will the contract expire for the carriage of the mails between St. Anne de Bellevue and L'Ile Perrot South?

Mr. CARDIN.

2. Will new tenders be asked for?

3. If this contract has already been granted, who is the holder of it?

# Mr. PELLETIER:

1. June 30, 1912.

2. No. It is not necessary in this case, because amount does not exceed \$200. 3. Michel Leduc.

# PANTALEON COURCY.

#### Mr. LAPOINTE (Kamouraska):

1. Is Mr. Pantaleon Courcy, of St. Pacôme, now in the employment of the Department of Inland Revenue?

2. If so, what is his salary and what are his duties?

3. If not, is he in the employment of any other department, and what is his salary?

#### Mr. NANTEL:

1. Mr. Pantaleon Courcy, of St. Pacôme, is in the employment of the Department of Inland Revenue.

2 and 3. His salary is at the rate of \$300 per annum and his duties are in connection with prevention and detection of frauds upon the revenue, such as the illi-cit distillation of spirits, the illicit manufacture of tobacco, etc.

# MANNING OF GOVERNMENT DREDGES AND TUGS.

#### Mr. CARDIN:

1. Have instructions been given by the hon-ourable the Minister of Marine and Fisheries, or by his orders, to the chief officers of the shipbuilding yards of the government at St. Joseph de Sorel, respecting the engagement of the captains, engineers and other seamen for the dredges and tug-boats of the government employed in deepening the channel of the St. Lawrence between Montreal and Quebec?

2. If so, to whom were these instructions given and on what date? 3. What was the nature of these instruc-

tions?

4. Do these instructions carry with them the authority to dismiss or no longer engage certain of the captains and engineers employed up to last autumn on the government boats? If so, what are the names of these employees? 5. Did any one recommend these dismissals? If so, who?

# Mr. HAZEN:

1. 2 and 3: The question of employment of captains, engineers, etc., formed the subject of conferences between the Minis-ter of Marine and Fisheries and the officers in charge of the River St. Lawrence ship channel. The minister's instructions to said officers at these conferences were to the effect that the latter were to exercise the greatest care in the selection of the captains, officers and crews for the ship channel fleet, first regard being paid to the fitness and qualifications of all applicants for employment.

4 and 5. A list of captains, officers and crews for the ship channel will be submitted by the officers in charge of that branch for the approval of the Minister of Marine and Fisheries. Recruiting has not yet been completed and consequently the list has not reached the minister.

# BOARDING DREDGE WORKMEN.

Mr. CARDIN:

1. Has a contract been given for the board-ing of all the seamen on the government dredges and tug-boats employed in deepening the St. Lawrence between Montreal and Quebec?

2. If so, to whom has the contract been given, and what price will be paid to the contractor under this contract?

3. Was the contractor recommended and by - whom?

4. Were tenders asked for before the contract was given?

Mr. HAZEN:

1. Yes.

2. For the dredges, J. B. Leclair; for the tug boats, their respective captains. The same price as paid last year, viz: Boats having single crews, serving three meals per day, \$12.50 per man per month; boats having double crews, serving four meals

per day, \$15 per man per month. 3. Yes. By Messrs. A. P. Vanasse, J. H. Rainville, J. A. Barrette, A. Bellemare, P. E. Lamarche, P. E. Blondin and J. P. O. Gilbault.

4. No.

#### FALSE CREEK FLATS.

#### Mr. MACDONALD:

1. On what date was an application received by the Marine and Fisheries Department for a lease of False Creek Flats, Vancouver, from Messrs. Marpole and Macdonald?

2. Was any application for said lease received previous to said date?

3. Has any application been received since that date? If so, who are the applicants and what is the date of the same?

4. Has any action been taken on any of said applications?

#### Mr. HAZEN:

1. 25th May, 1910.

2. Messrs. Kelly and Burnett were the first applicants. This application was withdrawn 25th May, 1910.

3. Application received from Vancouver Terminal Company, 6th February, 1911. Application received from Vancouver City 6th March, 1911.

4. Reports on last two applications asked for.

# INSPECTOR OF DREDGES.

Mr. CARVELL:

require to be inspected by government offi-cials? If so, how often?

Mr. HAZEN. Yes, once a year.

# SIR WM. MEREDITH-LEAVE OF ABSENCE.

#### \*Mr. VERVILLE:

1. Has Sir William R. Meredith, of the Ontario High Court Bench, applied for leave of absence?

2. If so, for what length of time and what reason is advanced for making such application?

3. Has the application been granted? If not, is it the intention of the government to grant it?

# Mr. DOHERTY:

1. Yes.

For one year.
 No, it is under consideration.

#### PUBLIC SERVICE COMMISSION-TECHNICAL OFFICER.

#### \*Mr. KYTE:

1. Have W. S. Jackson and T. H. Schwitzer been engaged to assist the Public Service Commission? If so, in what capacity and at what

salary? 2. Where were Messrs. Jackson and Schwitgagement by the government, and what were their occupations and salaries in such employment?

Mr. ROCHE:

1. T. H. Schwitzer, Mechanical Superintendent of the Department of Public Printing and Stationery, is temporarily employed by the Public Service Commission with the permission of the King's Printer. He is being paid for his services by the commission.

2. Mr. Schwitzer is Mechanical Superin-tendent of the Printing Bureau at an an-nual salary of \$2,400.

# GRAIN TRANSPORTATION IN THE WEST.

With reference to the Mr. FOSTER. question of the hon. member for Edmonton (Mr. Oliver) on Friday last, to the despatch of cars from Fort William and Port Arthur, the figures are as follows:

about 730 cars were despatched; via Canadian Northern railway to the United States up to February 29, 2,124 cars were despatched; from March 1 until March 21, 3,270 cars were despatched.

Mr. CARVELL: Do the boilers of steam dredges in Canada William. Port Arthur and eastern elevator

terminals on March 15, there was a total of wheat of 17,932,920, and a total of all grain of 23,976,759, as compared with the preceding season of 10,216,604 of wheat and of 17,097,345 of all grains.

With reference to the relief afforded under the special provisions of the Act that was passed a month or six weeks ago in the House, I have the following report:

With reference to that matter the warehouse Commissioner acts only on application which has to be made and sworn to detailing all the particulars and he informs the department that he has been very careful to see that no impositions have occurred under that clause. In every case where cars were asked for out of turn for the shipment of either seed grain or damp grain or wet grain, he says:

I have required a sworn declaration in support of the facts from the applicant. Where grain is stored in an elevator and more than one car has been required at a time I have in most cases ordered the necessary number of cars out of turn for shipment of such grain. Where individual farmers have applied I have limited each applicant to one car at a time; any such applicant can, however, after loading his first car by sending me a second affidavit get a second car out of turn, and so on. While many farmers have more than one car of damp grain to ship I have only allowed them one car at a time out of turn, because few if any farmers can load more than one car in 24 hours, and I would only have caused serious congestion by adopting a different plan. So far I have only granted relief where grain was either damp or wet. When this class of grain, however, is worked off some latitude will have to be allowed so as to work off tough grain, as there is no question that a great deal of this class of grain, when the warm weather comes, will have to be dried to make it fit for warehousing. The drying plants at Fort William, Port Arthur and Duluth are only handling damp and wet grain at present; in fact Duluth elevators have refused to take into store tough grain until they get more ahead of the drying.

Very few complaints have been made in connection with the shipment of grain under the present scheme of relief; that is to say dry grain has not been shipped out under improper applications for cars out of turn. Some of the applicants have already had two cars, and later on will apply for a third and fourth. We shall be lucky if the damp and wet grain is all got rid of by the first half of May. Had the special Act not been put through parliament when it was, very little if any of the above shipments would have been got out in time to save the whole of this grain from spoiling. The total number of cars supplied to elevators out of turn from

Mr. FOSTER (N. Toronto).

the 1st September to the 18th March is 1252 cars-605 having been supplied since the 17th February.

Then with respect to the receipts and shipments of grain, I have this statement, first in regard to the cars inspected in the western division. For the period up to the 21st of March, 1912, total wheat, 98,343 cars, Total of all grains, 121,783 cars. Corresponding period of last year: Total of wheat, 58,323 cars. Total of all grains, 69,-820 cars. There has been an increase therefore in 1912 over 1911 in wheat of 40,020 cars, and in all grains, of 51,963 cars, an increase of about 74 per cent. As respects the general situation I will read this telegram:

Grain situation March 24th expressed in million bushels. Wheat inspected (106) transit not inspected (4), store country elevators (19), allowance seed and bread (28), balance to market (19), balance to forward by railway (38), oats to forward (15), barley and flax (3), available storage Port Arthur (nil), Fort William (1,400,000), Duluth (5,500,000) besides space made by Eastward shipments. About (5,500,-000) bushels damaged grain, two-thirds this from Saskatchewan yet to ship (7,250.000) bushels in store Duluth and Superior at this date.

That is about as full information as I have been able to gather.

Mr. KNOWLES. Will the minister give the date of the last telegram?

Mr. FOSTER (North Toronto). As to the total quantity? It is from C. C. Castle, Warehouse Commissioner, and is dated 24th March.

Mr. OLIVER. I did not hear the minister make any statement in regard to the storage capacity at Minneapolis. Are there any figures available with respect to that?

Mr. FOSTER (North Toronto). I have no information, but I will see if anything can be got.

Mr. OLIVER. The question asked, was is the relief of the blockade to continue, or is that relief to be stopped. Perhaps the minister has answered it, because I was not in the Chamber when he spoke first.

Mr. FOSTER (North Toronto). The relief is not to be stopped. The relief is to be continued with all the available resources until all is relieved.

# MOTIONS AGREED TO WITHOUT DISCUSSION.

For a copy of all letters, telegrams, complaints and other documents relating to the charges against Colin McIsaac, preventive officer at Port Hood, Inverness Co., N.S., of the evidence taken and other proceedings of the investigation held on said charges and the

reports thereon.—Mr. Chisholm (Inverness.) For a copy of all letters, requests, petitions orders in council and other documents in the possession of the Department of Marine and Fisheries relating to the change in the fishery regulations by which steam trawlers were prohibited from participating in the fish-

ing bounty.—Mr. Sinclair. For a copy of all documents, letters, peti-tions, reports and recommendations relating to the dismissal of J. Arthur Matte, post-master of Montauban, County of Portneuf.-Mr. Delisle.

For a copy of all letters, telegrams and other documents, and of all complaints or accusaof Mr. Emile Archambault, letter carrier of Montreal, and a copy of the inquiry, and of the report of the inquiry held.—Mr. Seguin. For a copy of tenders for the purchase of ties by the Department of Railways and Ca-

nals of Sayabec, County of Rimouski, also of the contract entered into with Dame Hed-widge Boulay, in connection with said purchase, and the correspondence exchanged bet-ween the Department of Railways and Ca-nals and Mr. Boulay, M.P., concerning same. -Mr. Carvell.

For a copy of all letters, telegrams, memoranda, and orders in council, relating to the dismissal of Mr. W. W. Hayden, late wharf-inger of the government wharf at Digby, No-va Scotia.—Mr. McLean, Halifax.

#### GOVERNMENT HOUSE PROPERTY, TORONTO.

The following resolution was considered in Committee and reported and agreed to.

Resolved, That it is expedient to provide for the appropriation for the use of the govern-ment of the province of Ontario of the site of the Ontario Government House at Toronto, and to confirm a certain order in council assuming to appropriate and trans-fer the said lands to the said government, and also certain letters patent declaring the said lands to have been so transferred.

Mr. DOHERTY moved for leave to introduce Bill (No. 182) respecting the Government House property, Toronto. He said: The object of this Bill is to ratify and confirm the appropriation made by the government of Canada for the province of Ontario of what is known as the old government house property at Toronto. This property was, under the provisions of Section 108 of the British North America Act, appropriated by order in council for the use of the province in 1871, and later on in 1908, letters patent were issued transferring the title and administration of the property to the Crown in the right of the province of Ontario. The property now having been sold, I understand that the counsel of the vendors having examined the title, have vendors having examined the title, have expressed the view that the proper method of appropriating this would be by action of

the parliament itself, that the action of the Governor in Council was not sufficient.

Mr. GRAHAM. It is to clear up the title so that it can be sold to the Canadian Pacific railway?

Mr. DOHERTY. Precisely.

Mr. PUGSLEY. I understand that the object is to make it clear that the government of Ontario can dispose of this pro-perty for commercial purposes. I would ask my hon. friend how that differs from the case of the land in the city of Winnipeg which was owned by this government.

Mr. DOHERTY. The question that arose the other day was in connection with the value that should be placed upon property in the city of Winnipeg, from the point of view of its value to Canada so long as Canada held it for a particular purpose. Here we are not considering the value of the property. Here is a property which was vested by the British North America Act in the Dominion of Canada, subject to its being appropriated for the use of the gov-ernment of the province of Ontario. That was done a great many years ago by the government of Canada, and all that is sought to do now is to ratify what was then done.

Mr. PUGSLEY. The property which was occupied for the government house at the time of confederation was occupied for public purposes, and it was placed at the disposal of the Ontario government for public purposes. The object of this legislation is to enable this to be sold under a clear title, so that a clear title can be given of it for commercial purposes, is it not?

Mr. DOHERTY. That is the basis of the necessity.

Motion agreed to, Bill read the first time.

At one o'clock, House took recess.

House resumed at three o'clock.

# JUDGES' ACT AMENDMENT.

Mr. DOHERTY moved that the House go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient in connection with Bill (No. 156) An Act to amend the Judges' Act, now before the House, to provide for the increase to \$5,000 of the salaries of the two puisne judges of the Superior Court of the province of Quebec, whose residences are fixed within the districts of Bonaventure and Gaspé or Saguenay.

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unanimous consent of the House; otherwise the rule would prevent its being gone on with in this way.

Mr. BORDEN. Yes.

Motion agreed to, and House went into committee on the resolution.

The resolution reads: Mr. BELAND. 'Bonaventure and Gaspé or Saguenay.' I suppose that the word 'or' should be 'and.' There are two districts, I understand, Bonaventure and Gaspé, and Saguenay.

Mr. DOHERTY. I see by the original statute it reads, as in the resolution:

-whose residences are fixed within the districts of Bonaventure and Gaspé or Saguenay.

There are two judges, one of whom is in the district of Gaspé and the other in the district of Saguenay. In dealing with salaries, the only purpose in mentioning where the residences of the judges are fixed is to identify these two who, under the statute, as it stood, had a smaller salary than the other judges. The purpose of this amend-ment is to place these judges in the same position as the others.

Mr. BELAND. I have no objection to that.

DOHERTY. The resolution as Mr. brought in copies the statute correctly.

Mr. DEPUTY SPEAKER. Then we shall let it stand as it is?

Mr. DOHERTY. Yes.

Mr. BELAND. I would like to ask the minister if the judge of Chicoutimi and Saguenay district is supposed to live in the city of Quebec or in either Chicoutimi or Saguenay?

Mr. DOHERTY. This resolution is drawn under the order in council which itself rests upon a provision of the Quebec statute and which fixes the residence of the judge at Chicoutimi. But the judge of that district has the option, I believe, of living either at Chicoutimi or Murray Bay.

Mr. CARVELL. Would the minister tell me what is the general jurisdiction of judges of the Superior Court at Quebec?

Mr. DOHERTY. Judges of the Superior Court of Quebec have the entire jurisdiction, in the first instance, in all civil cases. That may be said in regard to the rural judges absolutely because, though the cir-cuit court has jurisdiction without appeal in cases of \$100 and subject to appeal in cases up to \$200, the judges of the superior court, in all the rural districts hold the circuit court; so that in dealing with the judges of the Superior Court in Quebec you are dealing with judges who have the

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entire jurisdiction in civil matters in the first instance.

Mr. CARVELL. They would have criminal jurisdiction in all except capital cases?

Mr. DOHERTY. Judges of the Superior Court of Quebec hold the court of King's Bench which holds in the rural districts trials in all indictable cases.

Resolution reported, read the second time, agreed to, and referred to the committee to which was referred Bill (No. 156).

# MONTREAL HARBOUR COMMIS-SIONERS.

Bill (No. 150) respecting the Harbour Commissioners of Montreal-Mr. Hazen-was read a third time and passed.

# CRYSTAL BEACH POSTMASTER.

Mr. W. M. GERMAN (Welland). Mr. Speaker, with reference to the dismissal of the postmaster at Crystal Beach and the appointment of another to fill his place, about which I made inquiry recently of the Postmaster General, I wish to state that I have had an interview with the hon. gentleman and I have also made inquiries myself, and I find that the matter is satisfactory. I think there was probable cause for the dismissal and the appointment of a new man has been made.

# CRIMINAL CODE AMENDMENT.

Mr. DOHERTY moved the third reading of Bill (No. 165) to amend the Criminal Code.

Mr. PUGSLEY. I move:

That the Bill be not now read a third time, but be referred back to Committee of the Whole with instructions to strike out the word 'twentieth' in line 16, page 1, and insert in lieu thereof the word 'first.'

I draw the attention of the House to the fact that I have been informed that a decision has been given by the high court of justice of Ontario to the effect that no writ of mandamus would issue to compel the granting of letters patent incorporating a company.

Mr. DOHERTY. Under this statute?

Mr. PUGSLEY. Under a similar statute.

Mr. DOHERTY. An Ontario statute?

Mr. PUGSLEY. The Statutes of Ontario, yes, but the law I think is the same. I only learned of that decision this morning and I have wired an eminent lawyer in Toronto asking for a statement of the case. The Minister of Justice was of opinion that there was authority the other way and this 5961

the committee. I would also call the attention of the House to the fact that the two charters which were granted upon the 18th of March upon applications which had been made, in one case two years ago and in the other case upwards of a year ago, and which had not been granted by the late Secretary of State, are so broad in their character that they ought not to have been granted and that the granting of them renders absolutely useless, I think, the enactment of a provision that hereafter these racing associations shall be obliged to come to parliament or to go to the provincial legislature when they seek incorporation. The Minister of Justice says that will be the future so far as these associations are concerned. Let me say to the Minister of Justice that if the Bill passes in its present form, with these charters granted, there will be no future for those who are opposed to betting on race tracks and the gambling thereby encour-aged, because these are charters covering the whole Dominion and the effect of the legislation now proposed is to really grant to these companies monopolies. I do not think parliament would be likely to grant other charters in the future, more espe-cially in view of the fact that one of these companies has the right to establish racecourses in or near to every city in Canada. The Secretary of State has not limited them to one city or one province but has given them a blanket charter to go from one end of the country to the other and establish race courses and encourage betting and gambling on the race-tracks. One of the charters was to the Thorncliffe Park Racing and Breeding Association. Notice of the granting of this charter is contained in the 'Canada Gazette' of Saturday last and at page 3534 I find that the powers granted to the company are as follows:

(a) To hold race-meetings and races and other contests or trials of skill and endurance of man or beast;

(b) To establish and maintain racing associations, and particularly to conduct under the same auspices and control a series or circuit of race-meetings at or near the cities of Montreal, in the province of Quebec, Toronto, in the province of Ontario, and Winnipeg, in the province of Manitoba, and other cities in the Dominion of Canada.

The other charter was issued on the same day to the London Jockey Club, Limited, and gives it the following powers:

(a) To establish, •maintain and carry on horse-racing, the holding of race-meetings and the business of a jockey club in all its branches, at the cities of London, in the province of Ontario, the city of Winnipeg, in the province of Manitoba, and the city of Montreal, in the province of Quebec;
(b) To hold, establish and carry on agri-

(b) To hold, establish and carry on agricultural, horse, flower, industrial and boxing shows or exhibitions; (c) To give and contribute towards such race-meetings, shows, or exhibitions, as aforesaid, prizes, cups, stakes, or other awards.

said, prizes, cups, stakes, or other awards; (d) To establish, lease or operate any clubs, hotels, or other lands or premises in connection with the aforesaid purposes.

Then follow other powers in regard to the stock and debentures of the company. Now, we have it that my hon. friend the Secretary of State, after deliberating, I suppose upon these charters from the time he came into office on the 10th of October, and after they had been refused by the previous Secretary of State, suddenly, in conjunction with the Minister of Justice, makes up his mind that two things shall be done-that a law shall be passed which will prevent these companies getting incorporated by letters patent in the future, and will compel them to go either to parliament or to the provincial legislatures, so that the public may have some opportunity of protesting against the granting of these charters, and that charters by letters patent shall be granted to these two associations, giving them power to establish these racing meets and to carry on or to encourage gambling on race tracks, in the cities of Toronto, Montreal, London, Winnipeg, and then, as if that were not enough, they add the general words, 'in all the cities of Canada.' Now, once these charters are granted I do not think that there are likely to be many applications in the near future either to parliament or to the provincial legislatures. If my hon. friend felt that it would be in the public interest to compel gentlemen desirous of forming these associations to come to parliament or the legislatures, it does seem to me that he ought to ask parliament to so enact the law, so that these gentlemen would stand in the same position as all others will stand in the future. I cannot believe for a moment that there was any obligation on the part of the Secretary of State to grant these applications. He had the very best possible excuse in the fact that the late Secretary of State had refused to grant them. He could very well have said to these people, if you are desirous of be-coming incorporated, you must, as other people will be obliged to do, go before either parliament or the provincial legislatures. If the amendment I move, that the date be fixed as the 1st of March instead of the 20th of March, be adopted, no harm can possibly be done, because these companies, which were only incorporated on the 18th of this month, can have no vested rights; there is no pretence that they have done anything which would give them any vested rights.

Mr. SPEAKER. I have just received the information that this Bill was passed last Friday, and that its being placed on the

order paper for a third reading this day is' a mistake.

Mr. PUGSLEY. It was sought to have it read the third time, but the objection was taken that as it had had a second reading and consideration in the committee on the same day, it could not have a third reading on the same day. My hon. friend is making this Bill retroactive; he is designedly doing so. He knows that it will not become law for ten days or a fortnight, and yet he makes it apply to any company which may have been incorporated by letters patent in any province or by the Secretary of State subsequent to the 20th day of this month. Therefore there is no violation of principle in making the Bill take effect from the 1st day of the month.

Mr. BORDEN. According to the records of the House, the Bill passed on Friday, but, under the circumstances, I will move the adjournment of the debate until we have that matter disposed of.

Sir. WILFRID LAURIER. I remember very well that objection was taken by myself to the Bill being read the third time on the ground that it had been read the second time that day. Therefore, the objection having been taken, it could not be read the third time.

Mr. BORDEN. I am not calling that in question. The records of the House show that the Bill was passed, and we may have to have that corrected.

Mr. EMMERSON. Before we adjourn the debate, I want to ask the hon. minister with respect to the third application that was pending before the department, made by parties from the city of Guelph in Ontario. That application does not seem to have been granted. Therefore on its face this would appear to have been a discrimination. Can any explanation be given why the prayer of that petition was not granted while the two other applications were acceded to by the minister?

Mr. DOHERTY. I understand that the third application was withdrawn.

Mr. EMMERSON. After it was refused?

Mr. DOHERTY. That is a misapprehension. None of these applications were refused. The Secretary of State in the late administration accepted the deposits accompanying the applications, and never refused the applications; he simply deferred action, retaining the deposits, during the whole period. If the Secretary of State in the late administration had thought that he had power to refuse the applications and that they ought to have been refused, as some hon. gentlemen now assert so strongly, he carefully refrained from exercising that

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power, with the manifest approval of all his colleagues, after putting before this House precisely the proposition that I exposed to this House the other day, namely, that under the statute in question, he had no option but to grant such petitions when they complied with the conditions prescribed by the statute. I may say, in answer to my hon. friend from St. John, that the Secretary of State at that time cited Lord Cairns as saying:

Where a power is deposited with a public officer for the purpose of being used for the benefit of persons with regard to whom a definition is supplied by parliament of the conditions upon which they are entitled to call for its exercises, that power ought to be exercised and the courts will require it to be exercised.

Chief Justice Marshall of the Supreme Court of the United States, held the same thing in express terms, that the Secretary of State under their system was compell-ed to perform any administrative act which he was given power to perform by duly enacted law. In answer also to the hon. member's suggestion, that there is a judgment under the Ontario Companies Act that is quite possible, but I would point out to the hon. member for St. John (Mr. Pugsley) that the Ontario Companies Act differs most materially from our Act. It did at one time stand in the position in which our Act stands, and when it stood in the position in which our Act stands there arose a case before the High Court of Justice, the case of the Massey Manufacturing company, in which that company applied to the court for a mandamus to compel the Provincial Secretary to insert a notice in the 'Ontario Gazette authorizing an increase in the capita capital stock of the company which is the exercise of one of the powers conferred upon him; in precisely the same way as is conferred the power to issue letters patent, there was power to the company to increase its capital stock subject to certain conditions and one of these conditions was that the Provincial Secretary should publish that fact in the official 'Gazette.' When they went to the Provincial Secretary he refused to do that, thinking he had discretion in the matter. The High Court of Justice of Ontario, (Mr. Justice Osler), ordered the Provincial Secretary to do it, and in doing so said-and this is absolutely applicable to this case:

Nothing in the statute warrants the inference that the Provincial Secretary is placed as it were in the position of the legislature to exercise such a discretion as it might be supposed the legislature would exercise in granting any extended franchise. Everything required to be done to give life and validity which a private corporation is interested, namely, to sign a certain notice. Nothing is left to his discretion except to see that the conditions under which the duty arises have been performed. The nature of the obligation imposed upon him by the Act is not essentially different from that of a registrar to record a deed, or the proper officer to enter a judgment in an action.

After that judgment had been rendered, the provincial legislature of Ontario amended their Act and it does not now read in the same way as ours. The government of Ontario recognized the soundness of the judgment and, as we are trying to do to-day, they amended the law to avoid that difficulty again arising in the future. By their amended Act they provided that the Provincial Secretary was to act subject to the discretion of the Lieutenant Governor in Council. Manifestly under a statute of that kind, you could not for one moment pretend that any obligation was imposed on the Provincial Secretary, but that statute was enacted precisely because the courts had held that, under a statute with wording such as ours there was an obli-gation on the Provincial Secretary and an obligation enforcible by mandamus before the courts.

There was the situation. The late administration found themselves in the same situation. Complaint was made of the issue of letters patent to the Metropolitan Racing Association which the Secretary of State of that Administration defended on precisely the ground, that they had no alternative; but that government no alternative; but that government were not in a hurry to remedy that It was in their power to situation. put an end to that position as we are to-day putting an end to it forever. They were not anxious about public morality then, they did not refuse those applica-tions. If they thought they had the power to refuse those applications, and if their sense of the tremendous danger to public morality involved in their granting them was as strong then as it is to-day, why did they not refuse them? Because they did not dare to refuse them in the face of the Why did they keep the deposits law. which these applicants had made in their hands? Why did they content themselves with merely postponing action, merely shirking the responsibility which the law put upon them? Their virtuous indignation of to-day is beautiful, is magnificent, is admirable. I do not for one moment suppose that it will succeed in deceiving anybody into the imagination that any one course. 'I did and I repeat that I am is responsible for the situation that exists not ashamed of it.

to-day except the men who, when they had the power, and when their attention was especially called to it, and when they had determined and said officially in this House that the position of the Secretary of State of this country was that he could not lawfully refuse these letters patent, when all those were the circumstances, they carefully refrained from action, and they kept in reserve this virtuous indignation to be poured out in vials of wrath and condemnation upon the men who are taking to-day the very first opportunity of remedying the evil which they allowed to continue to exist. And in doing that they tell us repeatedly how the former Secretary of State refused the applications. The Secretary of State is on record-perfectly correctly, I am making no attack on him-that his lawful duty was to grant these applications so long as the law stood as it was, but what influence it was that led him, after granting the application of the Metropolitan Racing Association, because the law bound him to do it, to refrain from action in regard to the application of these particular individuals, I, of course, am not in a position to explain. The fact itself remained and was admitted by the Secretary of State of the late administration that they had no lawful power to refuse those applications, that they did not refuse them, and, on the contrary where these applications were regularly and lawfully made the late administration received and accepted them and the moneys of the applicants were taken and held by the late administration. Thus where these applicants had done everything that the law required to entitle them to have these letters patent, the fact of their not receiving them was due only to the procrastination and delay, not to the refusal of the late government; to their waiting, I suppose, for a moment when it would be thought to be safe, or to a moment perhaps of weakness, when the great, strong, moral feelings of the hon. member for St. John (Mr. Pugsley), would not be as much in active operation as they are to-day, to obey the law. That is not our line of ac-tion. We make no pretension to sit here and to judge the law that governs.

We give to every man the rights that the law gives to him, and when we find the law is in a condition where it creates a position that rights may be obtained, and are obtained, that should not be granted in the general interest, then we amend That is our course and, as I that law. said the other day, we are not ashamed of It has been said that I advised that it.

Mr. PUGSLEY. Will my hon. friend explain why for five months he did not act and, in effect, refused to grant the application?

Mr. DOHERTY. When the hon. member for St. John (Mr. Pugsley) will explain his delay of two and a half years, it may then be time enough to explain the delay of five months in this case. But after all, if the question was of such a nature that within two and a half years the late government could not solve it, it does not lie very well in the hon, gentleman's mouth to complain that its solution occupied us only five months. I may point out that we had a few other things to do within that period, and also that we do not de-termine questions of this kind without giving them due consideration; and if it is a matter of reproach to us that before we made up our minds upon this question, which I am free to concede is a very im-portant one, we took time to consider it, that reproach I am willing also to lie under. There is one other observation I would like to make: The hon, member for St. John regards me as very inconsistent because I am making this law retroactive to the extent of dating it from the date of its introduction. The hon. gentleman (Mr. Pugsley), flog high or flog low, complains just the same. He first complains against me that I did not make the law retroactive far enough back to cover these particular applications, and then I am the victim of his criticism because I do make it retroactive from the 20th of this month. The hon. member is very much concerned for the interests of the people who may have applied to provincial governments, and may have, in the interval between the 20th of March and the date of the passing of this Bill, got letters patent. Now, as regards one of these provincial governments, I think I have made it fairly clear that under the law as it exists in the province of Ontario, there is no such right as exists under our statute, that there the application is one purely within the discretion of the Lieutenant Governor in Council. In the second place, I have made this law to count from the 20th of this month, from the day, when this Bill was introduced in this House, and when therefore people were notified that it was the intention of the federal government to enact the law that is before this House. I do not think any man has much ground for complaint who would hurry up after that notification of the impending change in the Criminal Law and before the date upon wihch this Act may come actually into force, to impress upon some provincial legislature, or the repre-sentatives of some provincial legislature, the necessity of immediate action to put him beyond the effect of the law, that the

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competent authority charged with the making of the Criminal Law intended to put into operation. If I have to reproach myself only with what I have done to these protégés of the hon. member for St. John (Mr. Pugsley) that is another reproach that my conscience will bear with ease.

Mr. SPEAKER. Does the right hon. gentleman (Mr. Borden) wish to withdraw his amendment?

Mr. BORDEN. I understand that the officers of the House have discovered the error in the Votes and Proceedings, and I therefore ask the consent of the House to withdraw my motion.

Amendment (Mr. Pugsley) negatived on division.

Motion agreed to, and Bill read the third time and passed.

# VOLUNTEER BOUNTY ACT AMEND-MENT.

Hon. ROBERT ROGERS (Minister of the Interior) moved Second Reading of Bill (No. 137) to amend the Volunteer Bounty Act of 1908.

Mr. GRAHAM. Will the hon. minister briefly explain the objects of the Bill?

Mr. ROGERS. I gave an explanation a week ago last Thursday.

Mr. GRAHAM. Perhaps it would not take very long if the minister briefly repeated that explanation.

Mr. ROGERS. If you will allow the Bill to go to committee I will give you all the information you want to-morrow.

Motion agreed to, and Bill read the second time.

# WATER IN THE RAILWAY BELT AND PEACE RIVER BLOCK.

Bill (No. 149) respecting water in the railway belt, and Peace River block of land read the second time and House went into Committee thereon.

On section 1,

(b) Watercourse means and includes any river, stream, brook, lake, spring, oreek, ravine, cañon, lagoon, swamp marsh or other watercourse.

Mr. PUGSLEY. I would ask the Minister of the Interior what is the meaning of these words 'swamp marsh' in paragraph (b). That would reserve to the Crown a swamp which might be in the middle of a tract of land that is granted, which cannot be the intention, I should think.

Mr. ROGERS. The words are used to apply to a watercourse which very often crosses a swamp marsh.

Mr. PUGSLEY. Then call it a watercourse.

Mr. ROGERS. There is no objection to leaving out 'swamp marsh.'

Mr. BORDEN. I imagine that a comma was meant to be inserted between the words 'swamp' and 'marsn.'

Mr. PUGSLEY. My hon. friend sees what would be the result of it. Suppose a watercourse ran through 160 acres of land, and it turned out that there was a piece of low land or swamp, as we ordinarily understand a swamp, that would be exempted from the grant, and would belong to the Crown. I do not see what you want it there for. If a man had a spring on his property, that would not belong to him, it would belong to the Crown. It goes to great length. Then if you exempt a swamp or a piece of marsh that happens to be on his property, it seems to me you are putting something in the Bill which ought not to be there.

Mr. ROGERS. This Act was prepared by the Justice Department and the Attorney General of the province of British Columbia, and it follows in some respects the reading of the British Columbia Act. I think the same words are used in that Act.

Mr. PUGSLEY. What would be the interpretation of it?

Mr. ROGERS. It has no effect at all on the title of the land already granted, or any land in connection with watercourses.

Mr. OLIVER. As this Act will apply in the province of British Columbia, I should think that if it can be shown that this interpretation clause is the same as the interpretation clause in the British Colum-bia Act it would be satisfactory to the House. If it is not the same, it would be desirable that we should have some explanation.

Mr. ROGERS. I have not got the British Columbia Act, I have sent for it. Let us go on to the next clause.

Mr. OLIVER. While we are waiting for the information-I did not happen to be in when the Bill was introduced, or when it was read the second time, and consequently did not hear the explanation that was then given. Would the minister be good enough to give a general explanation of the purpose of the Bill?

Mr. ROGERS. I was not asked for any explanation when the Bill was introduced. The object of the proposed legislation is to permit of the transfer of the control and management of water-rights within the Railway Belt in British Columbia to the government of that province. It may be explained in this relation that for a num-lable to procure copies before that time.

ber of years there was some doubt as to the ownership of those water-rights, but after the matter had been argued before various courts of the country it was finally decided by the Judicial Committee of the Imperial Privy Council, that title to all water-rights within the Railway Belt in British Columbia is vested in Canada as represented by the Dominion government. Preliminary steps have been taken by the Department of the Interior to provide for a workable arrangement under which those rights could be properly administered and controlled, but it is found that, in view o the fact that many of the watercourses throughout the Railway Belt take their source outside of the belt, on one side, and empty on the other, pass through lands controlled by the province of British Columbia it would be very difficult to adopt a plan of action which would properly safeguard the interests of all concerned. Under the circumstances, it is felt that, as the provincial government has already on its statute-books a law for the administration of water-rights which would appear to be giv-ing every satisfaction, the Dominion gov-ernment would be fully justified in coming to an arrangement with the local government so that the latter may undertake the administration of the rights now controlled by the Dominion. The title to those rights is not disturbed in any way, and as the provincial government is willing to administer the same at the actual cost of management, turning over to the Dominion exchequer any surplus there may be in excess, there does not seem to be any ques-tion whatever that the proposed agreement is altogether in favour of the Dominion. To further protect the interests of the lat-ter it will be observed that the Bill contains a clause which provides for the summary cancellation of the agreement should it be found necessary at any time to do so, in the public interest.

Mr. OLIVER. Do I understand that this Bill is for the purpose of handing over these rights to the province of British Columbia to be administered by the province, and that then at any time the government may cancel that transfer?

Mr. ROGERS. We hand over no actual right except the right of the management of the waterways in the Railway Belt to the government of British Columbia.

Mr. GERMAN. The only thing that the Governor General has the right to annul is section 5 of the Act; the rest of it stands?

Mr. ROGERS. Yes.

Mr. GUTHRIE. This Bill was introduced on the 18th March, but we did not get copies of it until Saturday. I watched for it at the distribution office, but I was un-

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However, I procured a number of copies and sent them away to parties interested, but I have not yet been able to hear from them in regard to the matter. Section 3 is one of far reaching effect and may be of considerable concern to people who have obtained rights for the use of water in the Railway Belt. If it is quite convenient for the minister, I would ask him if he would allow this Bill, or that clause of it, to stand for a day or two or until I shall have had an opportunity of hearing from some people who have spoken to me in regard to the matter. Then, there is ancther matter which has probably been brought to the attention of the minister. This Bill may or may not affect--I think perhaps it will-the case which has been pending for two years in the Exchequer Court of the city of New Westminster against the government, which comes by way of petition of right, and in which the Vancouver Power Company are third par-ties. The time for taking evidence in the case has been extended until the 15th April next. There has been no hearing before the proper judge yet. The suit involves a grant which was made by order in council to the city of New Westminster of Lake Coquitlam with approximately 18,000 acres of land surrounding the lake. The grant was subsequently cancelled by another order in council, and the water rights in the same lake and the same land were granted to the Vancouve" Power Company, Itd. The city of New Westminster claims the right to the lake and surrounding land under its previous title. That is the ques-tion which has now to be determined in the Exchequer Court, and it is just a ques-tion whether some of the litigants may not be affected by this statute if it goes into force. All I ask in that respect is that the usual clause which we insert in Bills pro-tecting the rights of litigants should be inserted in this Bill. In regard to the matter I first mentioned, I would like to ask the minister if he would not allow that clause to stand for a few days

Mr. ROGERS. We have no objection to adding the clause which the hon. gentleman suggests.

Mr. GUTHRIE. That is satisfactory.

Mr. OLIVER. If we are permitted to deal with the general question of this Bill, inasmuch as there apparently was no discussion on the second reading, I would like to say that it is rather an important question and one that should not be dealt with lightly. If it is the intention of the government to hand over the control or management of the water in the Railway Belt to the province of British Columbia, that should not be done until the government is satisfied that the water is going to be

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administered in the interest of the public, and, once it is satisfied upon that point and decides to hand the water over, then the right should remain permanently in British Columbia and should not be subject to be cancelled under order of the Governor General. This is a matter that should be under one jurisdiction or under the other permanently or absolutely, 1 would think, in order to the security of title and safety of the people who are concerned. Throughout a large portion of this Railway Belt the value of the land de-pends absolutely on the control of the water. While I quite agree there is a great deal to be said in favour of the provision of the Bill which hands over to the province of British Columbia the control of the water in the Railway Belt, it must be remembered that, when it is done, this government is responsible to the country at large for the administration of the land within the Railway Belt. It would be un-fortunate if the control of the water is handed over to the province unless and until this government is satisfied that the rights which have been acquired by indi-viduals from this government are fully viduals from this government are fully protected and that the rights of the public in the balance of the belt—that is the right of the public to its fullest development—is also properly protected. That having been done, I think the transfer to British Co-lumbia should be absolute. I may say that this section 5 is a very remarkable section to be inserted in a Bill of such an important character. I would like if the minister would consider the advisability, first, of satisfying himself that in handing the right to this water over to the province, which means the handing over to the province of the control of a large part of the value of the land in the Railway Belt, he is securing the proper protection of all interests for which he is now responnot, I think, leave any uncertainty as to what jurisdiction everybody concerned must thereafter look to for the maintenance of his rights or the securing of other rights.

Sir WILFRID LAURIER. The Act is rather unfortunate if the object be, as I understand it, simply to transfer to the British Columbia government the administration of the waters in the Railway Belt. As far as I have been able to ascertain the Bill does not go beyond that. It does not confer the ownership in the water nor does it convey ownership in the land, but it simply transfers to the province the administration of the water to the Railway Belt. Everybody knows that the administration of the water in the Railway Belt is a very important matter because a large section of country which is cultivable only by means of irrigation is situated within the Railway Belt. British Columbia has a very extensive and very complete Act dealing with the regulation of water. I had occasion a year or so ago to look into that Act, and I found it to be as complete as any similar Act on the continent. I share not only the very serious objection raised against this Bill by my hon. friend from Edmonton (Mr. Oliver), but the objection taken also by my hon. friend from St. John (Mr. Pugsley). We are defining the waters which we are conveying and the definition, as stated by my hon. friend the Minister of the Interior (Mr. Rogers), has been prepared by the Department of Justice in these words:

'Watercourse' means and includes any river, stream, brook, lake. spring, creek, ravine, canon, lagoon, swamp marsh or other watercourse.

If the object of this Bill be to have the waters administered, as provided for by section 5, under the British Columbia Water Act, it would be much simpler, much more effective and much clearer to take the definition of water which we find in the British Columbia Water Act. I must express my surprise that this was not done by the Department of Justice. The very point which was raised by my hon. friend from St. John as to the meaning of the word 'marsh' shows that there may be difficulty with regard to these definitions. I think my hon. friend would do well, if he wants to have this Act as clear as it could be made, simply to take the definition of the word 'water' as we find it in the Act which is intended to apply to these very waters—the British Columbia Water Act.

The interpretation clause of the British Columbia Act gives this definition:

Water or stream shall include all natural watercourses, every source of water supply, whether usually containing water or not, and all rivers, lakes, creeks, springs, ravines and gulches and all water-powers.

If it is the intention to have these waters administered under the Act of British Columbia, we could not do better than to take the definition which is found in the British Columbia Act.

Mr. ROGERS. I see very little difference between the clause in the Bill and the clause in the British Columbia Act.

Sir WILFRID LAURIER. There may not be much difference, but it is safer to take the wording of the British Columbia Act such as it is. For instance, nobody could give a satisfactory answer to what is meant by the word 'marsh' in this Bill.

Mr. GRAHAM. And the machinery you have to use is the British Columbia Act.

Mr. ROGERS. We will let the clause stand for the present.

Mr. BORDEN. The definition of the word 'water' is used for other purposes in this Bill.

Sir WILFRID LAURIER. If you are going to transfer the water to British Columbia to be administered under their Act, it seems to me natural that you should take the exact wording of their Act. If you do not do so, you are liable to have difficulties later on.

Mr. BORDEN. I do not quite agree with my right hon, friend although I may do so upon further consideration, and I have not been able to give much attention to this Bill. The hon, gentleman will observe that the definition 'water-course' is given for other purposes than the administration of the waters within this belt by the province of British Columbia. It is used in the first place for the purpose of reservation to the Crown. It may be better to take the exact wording of the British Columbia Act but I would not like to come to that conclusion without consideration.

On section 3.

Mr. GUTHRIE. I would ask to have a saving clause inserted in this section in the following words:

Provided also, that nothing in this section contained shall alter or affect the rights of any person or corporation in any action or proceeding now pending in the Exchequer Court of Canada.

Mr. ROGERS. If you will send me over that clause I will submit it to the Department of Justice.

Mr. GUTHRIE. I renew my request that this section, which is one of the most vital in the Bill, should be allowed to stand. The parties who have communicated with me on the subject are friends of the Minister of the Interior politically and they have heavy business interests there. They were unaware until they received my letter what the contents of the Bill were. It was introduced in the absence of the Minister of the Interior by the Secretary of State and no explanation was given, so that no one really had any explanation as to the extent of the Bill until it was distributed on Saturday last. If the clause stands until Wednesday or Thursday there may be no objection to it.

Mr. BORDEN. The proviso already contained in this statute seems to fulfil some of the purposes to which the hon. gentleman has alluded. There is no objection from the Minister of the Interior that the section should stand until Wednesday next.

Section allowed to stand.

On section 5.

Mr. OLIVER. I would like to impress upon the House the very great importance of this clause, having regard to existing property rights in the Railway Belt. I understand the Waterclauses Act of British Columbia provides for the readjustment of all rights, in other words, it provides for the cancellation of existing claims at the discretion of the Board of Commissioners, with, I suppose, a right of appeal to the Lieutenant Governor in Council. That means that property, the title to which was acquired from this government and the value of which depends upon the water applicable to it, is taken out from under the jurisdiction or protection of this government and is subject to the jurisdiction of the British Columbia government.

Mr. BORDEN. Has the hon. gentleman (Mr. Oliver) observed that section 5 refers only to the waters so vested in and reserved to the Crown, and that the water reserved to and vested in the Crown is defined by section 3:

Provided, however, that nothing in this Act shall be construed to affect any riparian right or rights to water in, on or appurtenant to those lands in the Railway Belt not granted by the Crown in the right of British Columbia to the Crown in the right of Canada or to affect any riparian right or rights to water in, on or appurtenant to lands which having been heretofore granted by the Crown in the right of Canada are not now vested in the Crown.

Mr. OLIVER. I quite understand that, and while it may be possible that under that provision the owner of property the title to which was acquired from the Dominion, might be able to protect himself in the courts, if I understand it correctly, the British Columbia Water Act is proposed to be administered outside of the courts, and, therefore, under the decision of the British Columbia Water Board, he is liable to lose his rights to the water which makes his land valuable, and there does not seem to be adequate protection for him in the terms of the Bill.

Mr. BORDEN. I have not considered very carefully the question which my hon. friend has raised, but it does not seem to occur to me that what he suggests can possibly happen unless water rights have been granted that are not appurtenant to lands which have been granted by the Crown. Have any such rights been granted within the area referred to in this Bill?

# Sir WILFRID LAURIER. Yes.

Mr. OLIVER. That is not the point I raise, however. The rights which have been acquired to property in the Railway Belt have been acquired under the British Columbia law under the assumption that

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the right to the water was a British Colum-bia right and not a Dominion right. The consequence is that it having been declared that the water in the Railway Belt was in the right of the Dominion, and not in the right of the province, none of these rights which were acquired had any effect. So that it all depends upon how the British Columbia Water Board will deal with them. It is not as though the Dominion Government had been issuing water grants appurtenant to certain lands. If that had been the case, the course would have been clear. But this government did not issue water grants appurtenant to certain lands. The British Columbia government did purport to do so, but it was found that they had no authority in the matter. But by this Act they are given authority, and it seems to me there is bound to be confusion. It would be better if some certain principle were laid down in this Act before the matter was passed over. I may say that the granting of water-rights in British Columbia, in the early days particularly, was very loosely done. There have been cases where a stream has been blanketed ten deep with water-rights in the records of the British Columbia government; and because of that condition prevailing, not only in the Railway Belt, but outside of it, it was necessary for the government of British Columbia to pass their Waterclauses Act, and to appoint a board to adjust these rights. These rights will be ad-justed according to the precedents and principles of the British Columbia government we may assume and not according to the precedents and principles of this government. The fact is that rights which have been granted to lands by this government, the value of which depends on the water, are not in any degree protected by this Bill, as it seems to me they should be. As I understand no valid rights have been granted to water within the Railway Belt, although numbers of rights have been ostensibly granted by the British Columbia government.

Mr. BORDEN. What my hon. friend states, as I apprehend it, is this: It was supposed that the British Columbia government had the right to make such grants. Then it was determined in the courts that they had not that right. My hon. friend asks that special provision is to be made for those rights which have been granted. That is a subject for consideration. Inasmuch as the British Columbia government has granted these rights, one would expect that it would be at least as considerate of these rights as if it had the power to grant them. But it may be that some additional safeguard should be provided. At the moment it does not appear to me what that safeguard should be. If my hon. friend has any suggestion to offer, we will be glad to consider it.

Sir WILFRID LAURIER. I understand that there are grants to water which were made by the British Columbia government before the Railway Belt was established. The Railway Belt was established at the time of the admission of British Columbia into the confederation, as part of the terms of its admission, but prior to that, I am told, certain grants were made by the government of British Columbia, which up to that time it had the undoubted power to make, and we do not know how far they can be affected by this legislation. My hon. friend will see that the matter is very much involved. The suggestion made by the hon. member for South Wellington (Mr. Guthrie) to preserve rights which may now be in controversy in the courts, is one which will commend itself to the judgment of my hon. friend. But, in the same way I think it may be well when you look into the Bill to reserve also what legal rights may have been clearly vested by the proper authority. The intention of the Bill, I am sure, is not to disturb any rights which may now exist. But there is a con-flict of right at the present time. Water in the Railway Belt, as my hon. friend knows, in the dry belt especially, is almost worth its weight in gold. All parties are seeking it and there are at the present time conflicts of claims to certain waters, which I am sure this Bill is not intended to affect, but which may be affected by it. I do not say if they are or not, but a man's title may be clouded, his fears may be excited, and, therefore, it may be wise to put in a clause especially enacting that it is not the intention of this Act to affect the existing rights of anybody.

Mr. BORDEN. As to the rights of anyone before the transfer of the grant to the Dominion, of course the Crown would take, subject to those rights and therefore they would be protected without any express provision, but if it is thought desirable to make that perfectly clear there should be no objection.

Sir WILFRID LAURIER. The men who have these claims say that they have a clear and absolute right to the water, a prior right to anybody else. As I understand, the British Columbia Act to-day does not convey the ownership of water but simply a user of water to be determined, if there are private claims, by the board. That is the law at present. The men who were entitled prior to the creation of the Railway Belt to any right to the use of water under the legislature, claim that their rights must be protected whatever they may be, and no subsequent legisla-tion will take them from them. I have of a riparian owner in regard to that

received a number of communications with respect to this matter. I am sure it is not the intention of the present Act to take from any man what has been given to him by the Crown when the Crown had undoubtedly the right to dispose of that right.

Mr. OLIVER. In reply to the request of the right hon. the Prime Minister (Mr. Borden) for any suggestion, I might say that the late government being confronted by the same condition that confronts the present government, undertook to deal with the matter by having a very careful examination made of the water rights within the Railway Belt, pending the passage of legislation that would enable action to be taken with a view of adjusting all outstanding claims to water. Once that had been done the way was clear to hand the subsequent administration over to the province of British Columbia if that were thought advisable. I cannot make any other suggestion to this government than to follow out this procedure. I make that suggestion in all seriousness and without any desire to claim any credit for anything. A great deal of examination work has been done with that end in view, and especially in view of the fact that the government does not intend to divest itself of the right to the water and according to the terms of the Bill, proposes to hold it-self in a position to take back any right it may have granted, I would again suggest that the importance of the question is sufficient to warran't this government in dealing with the difficulties that must face any government, the government of British Columbia, as well as this government, to continue the examination that is being made and to adjust outstanding claims before the proclamation mentioned in section 8 of the Bill is made; that is to say, before the water is handed over to the British Columbia government for administration, this government should clear up the difficulties that must face that government or this government if the rights of the people are to be protected.

Mr. GUTHRIE. In connection with what has been said by the leader of the opposition (Sir Wilfrid Laurier) in regard to rights which were obtained prior to the entry of British Columbia into confederation, in the case I mentioned, now pending in the Exchequer Court, one of the suppliants is a man named Marshall, whose grant antedates the entry of British Columbia into confederation, being a grant from the old Crown Colony of land

water flowing through his land, particularly as he acquired the land before there was a Railway Belt or grant from British Columbia to the Dominion of Canada. This clause may involve that man's rights, it may give British Columbia the right to administer water rights which he obtained before British Columbia had any place in confeder-ation. I do not know any more involved or difficult problem than the adjustment of the rights of land owners and water owners, in the Railway Belt and those of owners outside of the Railway Belt. For that reason, I think the minister would do well to carefully consider some general clause which would secure all existing rights.

I think the Minister of the Interior (Mr. Rogers) is perhaps a little in error when he says that no grants have been made by the late government. I was under the impression that this grant was made to the Vancouver Power company of water in Lake Coquitlam, and the validity of that grant is now before the Exchequer Court. There have been grants by the government of British Columbia or water-rights both before confederation and after confederation. There have been grants also by the parliament of Canada of water-rights and the matter is involved in so many ways I think a very general clause securing those rights should be incorporated in this Bill.

Mr. ROGERS. It is quite "true that there are many complications in the matter of the administration of the water-rights of British Columbia and it was with this object in view that this Bill was introduced. We have and have had for several years, a conflict of interest between the British Columbia government and the government of Canada in the administration of water-rights, as the hon. gentleman opposite well knows, because, as has been said, by the right hon. leader of the opposition, we have the cases of water-rights granted by the province before 1880, and appurtenant to lands alienated by the province and over which the Dominion government had jurisdiction and we have several other cases of the same kind, water rights granted by the province since 1880, appurtenant to land, alienated by the province before that, and water-rights granted by the province since 1880 appurtenant to lands patented or otherwise disposed of by the Dominion government and waterrights granted by the province since 1880 appurtenant to land still under the control of the Dominion government and waterrights from unlimited sources of supply, &c.

Mr. GUTHRIE.

So it is with a view of remedying the conflict of interests that we have introduced this Bill. As has been stated the British Columbia government has a very accept-able and very good Act for the adminis-tration of its rights in that province, and we are desirous of making it applicable to the Railway Belt, and as well to avoid any conflict of interests that may arise owing to the fact that the water rises beyond the Railway Belt and flows into and out of that belt. It is on account of that fact that we have difficulties to contend with. Now, I can quite see that there is something in the suggestion which has been made in connection with the law, and it might be advisable therefore to insert a general clause. Accordingly I will have a clause prepared before Wednesday to cover the points that have been already raised, and to safeguard the interests to which the hon. member for Edmonton (Mr. Oliver) has referred.

Mr. DEPUTY SPEAKER. Shall the clause be adopted?

Sir WILFRID LAURIER. Subject to this reservation.

On section 6-application to future legislation of British Columbia.

Sir WILFRID LAURIER. This clause is a very suggestive one, and I would call the attention of my hon. friends on the other side to it. Let me read the clause again:

6. The Governor in Council may direct that any Act, or portion thereof, hereafter passed by the legislature of the province of British Columbia relating to the water belonging to the Crown in the right of the province of British Columbia shall apply to the water vested in and reserved to the Crown under the provisions of this Act, as if such Act were enacted by the parliament of Canada.

This goes to the very root of the matter, and disposes of the conflict which has taken place in British Columbia by way, as I understand it, of confiscating the rights of the men who owned their titles prior to the creation of the Railway Belt. As some hon. gentleman has already stated, the Water Acts made in the olden times were made loosely, but whether they were made loosely or otherwise they are the grants of the Crown, and have to be respected. All the conflicts that have taken place in late years have taken place simply because the legislature of the province of British Columbia undertook, very properly in my judgment, but still perhaps going too far, to regulate the use of the water without any regard to the claims of those who held their title from the old Crown Colony days of British Columbia. All the lawsuits which have taken place have arisen from this fact: The British Columbia legislature passed a Water Act claiming to dispose of the water, without any regard to the rights of anybody, but simply for the general use of the community. But those who had concessions from the olden time, which gave them the absolute title, naturally thought that the title which they had received from the Crown was valid, and they said to the province of British Columbia: 'British Columbia has no right to legislate upon this question, and the right which it chooses to exercise does not belong to it but to the Dominion. The Dominion alone since 1870 has the right to legislate upon the water.' And the claim of those persons has been sustained by the Privv Council. Now, if you undertake by this clause to sanction everything that has been done by the legislature of British Columbia, you practically confiscate the rights which have been conveyed to those owners of land from the old Crown Colony days.

Mr. BORDEN. My hon. friend is speaking of section 6?

Sir WILFRID LAURIER. Yes.

Mr. BORDEN. Then my hon. friend has misunderstood its meaning. Section 5 provides that the Water Act shall come into force. Section 6 merely provides that the Governor in Council may direct that any amendment that has been examined and found satisfactory shall apply.

Sir WILFRID LAURIER. I do not know if I have understood the section rightly.

Mr. BORDEN. May I explain to my right hon. friend what I conceive to be the object of the section: The government have examined the Act of 1909 of the province of British Columbia, and they have thought that the provisions contained in that Act were satisfactory, and that the administration might be safely carried on under that Act. They are not content, without examination, to take any future Act that may be passed in amendment of the Act referred to. Therefore, they reserve the right to examine any future Act and if, after such examination, they find it satisfactory, as the Act of 1909 seems to be satisfactory, then they can direct by order in council that these subsequent Acts shall also apply. That is all.

Sir WILFRID LAURIER. But this is putting upon the Acts of British Columbia the sanction of the authority of parliament and of this government. If the province of British Columbia chooses to pass legislation which invades the interest of those who are owners of deeds that go back to the Crown Colony days, those Acts have no value at all unless confirmed by this parliament, and that is what we want to avoid. This question is very much involved and it shows the necessity of having a broad

clause inserted in the Bill to demonstrate that this parliament does not intend to invade any right which existed legally by any Act of the Crown.

Mr. BORDEN. This really does restrict as far as I understand it; its effect at all events seems to be restriction. We have said in section 5 that all these lands may be administered these lands may be administered under the Water Act of 1909 of British Columbia. Now the Act of 1909 is liable to be amended from time to time. The question then arises, how are the lands to be administered? Are they to be administered under the Act exactly as it is at present, or are they to be administered under that Act as amended from time to time. . Well, we are not proposing that the Acts passed in amendment from time to time, shall have any force or effect till the government has had an opportunity of examining them and ascertaining that they are of a satisfactory and just character. So that section 6 is merely a continuation of the proposals embodied in section 5.

Mr. OLIVER. The difference is that in this case parliament is giving validity to the British Columbia law. In the cases contemplated, the government will do that without the knowledge of parliament.

Mr. BORDN. I admit at once that there is that difficulty and if the Minister of the Interior can see no objection, I myself can see none, to adopting the course that has often been adopted by parliament in Acts relating to the Yukon Territory—that is to provide that no order in council so made shall have force and effect beyond the end of the next session of parliament, unless it is in the meantime ratified by resolution of the House—thus the control of parliament would be preserved.

Mr. OLIVER. Yes, that would preserve the control of parliament.

Mr. BORDEN. My hon. friend (Mr. Oliver) will recollect—I think it was by my own suggestion—that some Acts relating to the Yukon Territory were dealt with in that way.

Mr. OLIVER. Do I understand that the Prime Minister proposes to make such provision?

Mr. BORDEN. I am suggesting that, for the consideration of the Minister of the Interior, and if he sees no objection it can be done.

On section 7,—power to appeal section 5,

and that is what we want to avoid. This question is very much involved and it shows the necessity of having a broad would be fair that the minister should make an explanation as to the purpose of the clause.

Mr. ROGERS. This is simply in order that we may protect ourselves against any mistake in administration on the part of British Columbia, that may not be satisfactory.

This clause provides a full and complete remedy, and will put a stop to the administration of the watercourses by that province if we find it is not being carried on in accordance with the Act of 1909.

Mr. OLIVER. No doubt it is an adequate protection to the dignity and authority of this parliament, but it seems to me that it is hardly an adequate protection to the individual rights which it is the business of this parliament to protect, and which rights we must assume would be in some way infringed upon before this section could be brought into play. If there is a probability of individual rights being infringed upon which would make this section necessary, then I think the Act is illadvised in its present terms, and it would be well to make a provision adequately protecting individual rights in case of an improvident and injudicious administration on the part of British Columbia.

Mr. BORDEN. I do not know whether my hon. friend has grasped the idea of the Act as I have it. At the present time we have no elaborate statute for the administration of these rights in the province of British Columbia. Now, having failed to get suitable provision in any other way, it has been proposed that the water-rights to-day existing within the province of Brit-ish Columbia in this belt should be administered under the statute prevailing in that province. It is believed that that proposal will work out to the satisfaction both of the Dominion and of the province, as well as preserving the interests of those persons who may desire to obtain grants of water-rights or to enjoy them, or who have obtained such rights or have enjoyed them in the past. But it is possible that the proposition may not work out satisfactorily; therefore it is thought desirable to insert this provision in order that, if this government find that such an arrangement is not working in the public interest, it may be brought to an end. Suppose this had been done under the authority of the statute by order in council, suppose that the administration had been transferred to the government of the province of British Columbia by order in council, the order in council at a subsequent date might be the jurisdiction lies. It is fixed by this repealed, and would be repealed if the Act to be the same as the British Columbia scheme had not worked satisfactorily. It Water Courses Act of 1909, which up to the is desired by section 7 still to reserve that present time is found to be working very right to the Governor in Council in the satisfactorily. We recognize the peculiar Mr. OLIVER.

event of the arrangement not succeeding so well as we hope it will succeed.

Sir. WILFRID LAURIER. The Act of British Columbia is very well conceived, and is a credit to the province. It would be all right in an absolutely new community. The hon. gentlemen from British Columbia know the province better than I do, but I am informed that the adminis-tration of the Act in the Railway Belt, and in the dry belt especially, has given rise to constant conflicts between the board and men who pretend that they have vested rights in those waters. If I am correctly informed, there are men who claim to have vested rights and, who claim that these rights have been invaded by the board. Tf the Act were to apply in any part of the province where there had been no grant made, there would be no trouble at all, and the Act would work admirably. But this is a part of the country where there have been old grants made by the Crown, and the owners of these have always been in conflict with the board because they pretended that the board was depriving them of something they were entitled to. That is not the intention of this parliament, the intention of this parliament is to respect vested rights.

Mr. GOODEVE. I think this Bill goes a long way towards meeting the various objections mentioned by the right hon. gentleman the leader of the opposition, and the Minister of the Interior has stated that he proposes to put in a clause such as asked for by the hon. member for South Wellington (Mr. Guthrie), whereby the rights of all parties should be respected. Now, the constant trouble and friction alluded to by the right hon. leader of the opposition are due to the fact that at the present time we have a dual jurisdiction, that is to say, between the Dominion and the province of British Columbia This Act is designed for the purpose of putting the jurisdiction un-der the province of British Columbia, and in doing so the government have been extremely careful not to divest themselves of the rights of this parliament, and therefore they say in section 7 that if at any time, as has been pointed out by the leader of the government, it should happen that the Act which we now consider to be very fair, is found to be working unsatisfactorily and is prejadicing anybody's rights, then by means of a proclamation-that is to say, an instrument of which every one should have due notice—the arrangement can be repealed. But until that proclamation is issued, there can be no question as to where

conditions in that province where water is so extremely valuable, and it is under those conditions that we have appointed that expert Water Board which the hon. member for Edmonton (Mr. Oliver) reaferred to a board composed of men well qualified, engineers I may say, selected for the express purpose of judging correctly the value of various rights in certain waters. Now is it possible to conceive of a better arrangement whereby justice could be done to all parties? The very fact that the provincial government is intensely interested in the best value being got out of the land, will itself be an in-ducement to see that the Act is well and fairly administered. Here is an expert board doing nothing else but looking after the administration of this Act, which the leader of the opposition himself has said is a good Act. Therefore, I think this Bill goes a long way to settle these disputes. I understand the hon. member for Edmonton has suggested to let it stand over. That has just been the difficulty.

The continuance of the dual jurisdiction of the province and this government is making for friction. There will be no friction in the future because there will be one law and one regulation. The old rights already existing there will not be affected because the Minister of the Interior has agreed, at the suggestion of the hon. member for Wellington, (Mr. Guthrie) to see that these rights are preserved. This seems a very great step towards set-tling all disputes and it seems to me there is nothing in the contention with regard to clause 7. It is put in for the reason stated by my right hon. friend the leader of the government (Mr. Borden) and it seems to me to be an apparent reason. Any grants in the mean-time made will, of course, hold good. The administration will be under this Act up to this time. If there is a new condition, everybody will have due notice on account of the proclamation provided for by sec. 7.

Mr. OLIVER. I think again that the old claims should be settled on the responsibility of the government that has jurisdiction. When these existing claims have been settled by the government on its re-sponsibility, then, if it is thought wise, let the water be handed over to the British Columbia government and let the right remain in the hands of the British Columbia government. On the reasoning that my hon. friend (Mr. Goodeve) has given, there need be no question about the good faith of the British Columbia government in the ad-ministration of the water in the Railway carping reasons, but for the reason that we Belt in so far as the rights to be hereafter created are concerned. Then, there is no necessity for this section. But, as regards

under the responsibility of this govern-ment, it is this government's duty to take the responsibility, the trouble, the diffi-culty and whatever there may be, of adjusting these rights before handing these waters over to the authority of the British Columbia government. It is not the settlement of a difficult question simply to hand it over to somebody else. It is not a ques, tion between the British Columbia government and this government; it is a question between the individual holder of water-rights and the government, whether it be the British Columbia government or this government; it is a question for the responsibility of this government and that, I say again, should be dealt with on the responsibility of this government and should not be shouldered over to the government of British Columbia, which, whatever its good faith may be, has a dif-ferent point of view, or is liable to have a different point of view and certainly cannot have the same point of view as this government, which has the ownership both of the lands and of the water. The British Columbia government will have the administration of the water without the ownership of the land. It necessarily creates a different point of view and may lead to decisions that are not as fair to the holders of existing rights as if those decisions were rendered under the responsibility of this government.

Mr. BURRELL. I might point out to the hon. member for Edmonton (Mr. Oliver) that a large amount of land which is affected by this bill and in which are located the waterways dealt with has already passed under the jurisdiction of the province and has been alienated from the Crown in the Dominion. It is largely those sections which have no water at all which are now retained by the Dominion. It would be impossible for any layman to pass intelligently upon the strict, legal and technical merits of a Bill which has taken our best thought and many years to work out and it would be a piece of temerity to criticise what the Department of Justice and the legal department of the British Columbia government have crystallized into the shape of this legislation. I shall not attempt it but I desire to say that I do know that for a great many years, as the hon. member for Edmonton is aware, this has been a very sore question in British Columbia and that when, two years ago, my hon. friend had his Bill under contemplation it was very much wanted to arrive at a just conclusion in this matter. I will give my hon. friend necessity for this section. But, as regards credit for perfectly good faith and a de-rights that now exist, these rights being sire to settle the matter properly and right5987

ly, but I know that at the large irrigation convention which was held in Kamloops the unanimous feeling of everybody interested in the dry belt of the interior of Brit-ish Columbia was that there must be uni-formity at all costs. An uneasiness in the minds of people existed, when the decision of the Exchequer Court came because they did not know what their position was as regards the security of their water holdings. My hon. friend (Mr. Oliver) when he brought in his Bill, wished—at least I always concluded that he wished—to validate all the existing records that were is-sued by British Columbia and certainly British Columbia would not stultify itself by attempting to unsettle the validity of those records issued by itself, although issued, according to the Exchequer Court, perhaps without any legal standing. The purport of this Bill is to dissipate all this uneasiness, to continue the system without any interference by this government along the line of the Act which they have passed as a solution of all these troubles which they have had and without any more con-flict. It may be that there will be more difficulty than one thinks, but I think that the Bill is certainly a step in the right direction and I do not anti-cipate all the difficulties which my hon. friend does. I gather that it gives British Columbia power to go on dealing with the records as they exist and certainly the pro-posed state of things is far more satisfactory to the people who are vitally concerned in the dry belt than it has been within my recollection in British Columbia during the last twelve years. With such a clause added as will secure the matters referred to by the hon. member for South Wellington (Mr. Guthrie) I do not see anything in the general criticism as to why this Bill should not be passed.

Mr. OLIVER. While discussing the general objects of the Bill my hon. friend has not given any reason for section 7 being included in it.

Mr. BURRELL. As I gather, section 7 is for the purpose of preserving the ultimate rights of this parliament.

Mr. ROGERS. I think that my hon. friend from Edmonton (Mr. Oliver) anticipates a difficulty that does not appear to be serious. As I understand it the government of British Columbia have a very fine Act, they have a good board for the administration of the Act, they are acquainted with all the conditions and we are prepared to trust that board believing that they have the best knowledge of everything ap-pertaining to the administration of the water-rights in the Railway Belt as well as those within the limits of their own province. My right hon, friend the leader of oners.-Mr. Hazen-read the second time, the opposition (Sir Wilfrid Laurier) has and House went into committee thereon. Mr. BURRELL.

to my mind, very correctly interpreted the conditions. He acknowledges that they have a very good Water Act in British Col-umbia and he points out the difficulties that have occurred by reason of the water-rights that exist being blanketed, so to speak, in many cases. Now, we think that the board, as appointed under the British Columbia government, are the best available means by which the adjustment available means by which the adjustment of these difficulties can be effected and in order that this parliament may reserve its rights in every particular we provide clause 7 in case the board may not carry out the intention and meaning of this Act. Should they not act in accordance with the British Columbia Act of 1909, we will have the right by proclamation to terminate the arrangement which we are proposing here to-day. We do this in order that we may preserve the rights of individuals which the right hon. gentleman says may be in-terfered with by this board. This clause is intended to protect those individuals in so far as they will have any claim upon this parliament or upon the government.

That is the reason clause 7 is inserted. This Bill being intended to bring to an end the difficulties I have stated in this connection, we will be glad to accept from hon. gentlemen opposite, who have a special interest in it, any suggested amend-ments that will be reasonable and fair, in order that we may completely cover the rights of any individuals. That is the de-sire of the government. I will be glad to consult the hon. member for North Wellington (Mr. Guthrie) with a view to making provision that every right of every individual shall be protected.

Mr. OLIVER. I want to get it right down fine; we understand from the minister that section 7 is in the Bill for the purpose of being invoked where necessary to protect the rights acquired by individuals from this government.

Mr. ROGERS. Absolutely.

On section 8.

Mr. OLIVER. In case the cost of administration is greater than the revenue, what occurs?

Mr. ROGERS. It is understood that will be borne by British Columbia.

Progress reported.

### WINNIPEG AND ST. BONIFACE HAR-BOUR COMMISSIONERS.

Bill (No. 138) to incorporate the Winnipeg and St. Boniface Harbour CommissiOn section 1.

Mr. HAZEN. The Bill is to create a harbour commission for the city of Winnipeg and the city of St. Boniface. It contains the usual clauses that Bills of this sort do. It defines the borrowing powers and everything of that sort; states how the commission is to be constituted, etc.

Mr. OLIVER. I presume that parliament grants powers to boards of commissioners of a somewhat extraordinary character, and while there is no objection to the establishment of a board of harbour commissioners on the Red river, between Winnipeg and St. Boniface, I think there should be great care taken that extraordinary powers, such as would be necessary in the case of an important shipping port, would not be granted to this harbour in which the shipping must be of a very limited character.

Mr. ROGERS. If the hon, gentleman (Mr. Oliver) reads the Bill, he will find that it contains no extraordinary provisions. The board of harbour commissioners for Winnipeg found it necessary in view of the rapidly increasing traffic on the river, since the completion of the St. Andrew's locks, to have this Bill presented in order that the rights of people on both sides of the river should be protected, and the increased traffic taken care of to the satisfaction of the people in the city of Winnipeg and the city of St. Boniface. The intention of the Bill is, to have somebody with power to control the navigation on the river.

Mr. McKENZIE. Is Winnipeg a free port now, and is it the intention of this Act to impose shipping dues?

Mr. HAZEN. The harbour commissioners will have to raise revenue for the purpose of paying interest on money they may borrow for building wharfs and for the development of the port, they will have power to make the necessary. charges.

Mr. McKENZIE. The tendency now is to do away with these commissioners and make a free port, and I warn the minister it is not at all a popular proposition to impose fees or dues on shipping coming to any port. We have a commission in the port I come from now, and it is not at all popular.

Mr. HAZEN. This legislation is asked for by the people of the community, who find there must be some control over the greatly increased shipping at Winnipeg 190

and St. Boniface. This will enable the cities on each side of the river to act in harmony.

Mr. GERMAN. How many ships entered and cleared from Winnipeg during the last season of navigation?

Mr. HAZEN. I think there were very few, but it is believed there will be a great development of trade there. The country has been spending a great deal of money on the river in deepening the channel, building locks, and so on, and navigation will be easier than heretofore. It is expected that in the future, this will become quite an important port from a shipping standpoint.

Mr. OLIVER. I was under the impression that where a board of harbour commissioners was created, with the extraordinary powers given them, the expectation was that there would be an amount of shipping that would carry, altogether or partly, the cost of the developing of the port. In the case of the Red River at Winnipeg, whatever amount of shipping may be developed, it cannot reasonably be expected that it will be sufficient to pay tolls to such an amount as to enable the commissioners to make any serious im-provement either in the river or at the tandings. I take it that any improvement that is to be made in the Red river or at the landings on either side must be made either by this government or by the re-spective municipalities, or by both. That being the case, we are authorizing the es-tablishment of a corporation which shall be independent of both cities, and which shall have all the authority of an ordinary board of commissioners.

Mr. HAZEN. My hon. friend's statement that it shall be independent of both cities is entirely a mistake, because three of the commissioners are to be appointed by the city council of Winnipeg and two by the city council of St. Boniface; so that, as a matter of fact, the control of the commission is directly in the hands of the councils of those two cities.

Mr. ROGERS. The Bill is entirely at the request of the city of Winnipeg and the city of St. Boniface.

Mr. McKENZIE. I absolutely object to this sort of a shipping Bill. If shipping is worth talking about at all, it comes directly under the supervision of this parliament, and I would object to any legislation which would put the shipping of any part of this country under the dictation and control of any town or city council. This is adverse to the principles that have governed us hitherto in dealing with the shipping of the country. I would certainly object to

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the shipping being put under a body over which we have no control whatever, and 1 am sure that the shipping interests of this country would agree with what I say.

Mr. BRADBURY. This Bill, I under-stand, is to enable somebody to provide wharfs in the city of Winnipeg. Last year a considerable number of boats were constructed, and the trade is growing. At the present time there is no wharf and nobody to build a wharf. This commission is going to sell debentures and build the wharfs and charge toll to the boats.

Sir WILFRID LAURIER. Will the tolls build the wharfs does my hon. friend think?

Mr. BRADBURY. I do not think they will, but they will assist.

Mr. GERMAN. Will the tolls pay the interest on any money that the commission are likely to borrow?

Mr. BRADBURY. I think they will.

Mr. McKENZIE. As one who had a great deal of experience in these matters, I may tell my hon. friend that we have a harbour where something like 2,000,000 tons of shipping comes in every year, and we charge tonnage dues, of which the shippers complain very much, and which they insist should be abolished. But all the money we get from them would not build the number of wharfs that are necessary, and I would suggest to my hon. friend that he go to the Department of Public Works, as we do, and get them to build their wharfs, and then make shipping as free as possible.

Mr. OLIVER. I fancy that the establishment of a harbour and of a board of harbour commissioners at a certain point on a navigable river is unique. I want to draw the attention to the necessity of providing that the authority of this board shall be so limited that there shall not be any interference with the navigation of the river to points above Winnipeg. There is a possibility that a board of harbour commissioners representing the cities of Winnipeg and St. Boniface might so use the extensive authority given to them here as practically to make Winnipeg the head of navigation, when that would not be in the general interest of the public.

Mr. HAZEN. There is no power given to dam the river or to interfere with navigation.

Mr. BRADBURY. I do not think there is any provision in the Bill that would be likely to give the commissioners any such power. If there were any possibility of that kind, I would certainly take very strong objections to it, because I have no strong objections to it, because I have no Mr. OLIVER. Would it not be well that he situation in saying that the head of navi- the government who are responsible for

Mr. McKENZIE.

gation, so far as Lake Winnipeg is concerned, is in the town of Selkirk, where we have a natural harbour, a harbour on which the government have spent a great deal of money and on which we expect that they will spend a great deal more. It is the only natural harbour on the river, and I do not think there is anything in this Bill which will give power to the commissioners to interfere with that natural harbour or to make the city of Winnipeg the head of navigation.

Mr. HAZEN. There is absolutely nothing in the Bill that would give the commissioners power to construct or interfere in any way with the right of navigation up and down the river.

Mr. GERMAN. They can erect land-marks indicating the limits of the harbour. At present there is nothing that indicates anything in the nature of a harbour. There is just the river running through the country, with the cities of Winnipeg and St. Boniface on either side of it.

If the harbour commissioners can erect land marks indicating the bounds of the harbour, these must be erected in the navigable stream, in the portion navigable to all boats, and which Winnipeg and St. Boniface have no more right to control than has Selkirk. I think it essential to include in the Bill some definition as to where those land marks shall be located. I presume the intention is to give to this board authority simply to erect wharfs along the river, and that these wharfs shall constitute the harbour, that the harbour is not intended to extend out into the navigable portion of the river. Otherwise it might be possible for the board to entire-ly shut off the navigable portion of the river.

Mr. HAZEN. That would apply with equal force to the harbour of Montreal, or the harbour of Quebec, both of which are on the navigable river St. Lawrence. But in these cases there is no interference with navigation, and no matter what this Bill says there could be no interference with navigation by the Winnipeg harbour com-mission. These commissioners, in a city like Winnipeg, interested as they are in the development of the country above and below that point, and expecting that their city will grow from that development, and the development of trade along the river, would never think of doing anything that would interfere with the commerce of the country.

On section 6-personnel of the board,

the navigation of the river should be represented on the board?

Mr. HAZEN. We shall consider that suggestion before we get through with the Bill.

Mr. OLIVER. Before this clause is adopted, might I ask the Minister of Marine if it is usual, in the case of the establishment of a harbour commission, that the commission can exercise all the authority that is granted in this section, without regard to the authority of the municipality?

Mr. HAZEN. Yes I think so. It is the case with the Montreal Harbour Commission.

Mr. OLIVER. This point, if I might trespass for a moment on the time of the committee, struck me as a fair subject for criticism in discussing the Bill at the be-ginning: the importance of the harbour as a port of shipping is small in comparison with the importance of the river-front to the respective cities as such, and it seems rather a doubtful policy to grant the full control of the frontage on both sides of the river, to this harbour commission, without regard to the rights of the municipalities as such. Would it not be advisable under the special circumstances - because, of course, the minister will realize that the circumstances are special, it is not an ordinary case by any means—that the very wide authority granted to the harbour commissions by this section should be limited in some degree by the authority of the council of the respective cities. I think it would be fair and tend to work out more satisfactorily all round.

Mr. ROGERS. This Bill has been pre-pared by the councils of the two cities, and they are apparently satisfied with it.

Mr. HAZEN. I may say to my hon. friend (Mr. Oliver) that the powers are exactly the same as in the Bill which was passed respecting the harbour of Hamil-ton, which Bill was also prepared by the city council and the Board of Trade of Hamilton. The present Bill, as was point-ed out by the Minister of the Interior (Mr. Rogers), was prepared by the councils of Winnipeg and St. Boniface. The representatives of both cities came here and asked that the Bill should pass so that both cities have had ample oppor-tunity of considering and approving it. Not only that, but the Bill has been intro-duced at their request.

Mr. OLIVER. In the case of Hamilton, or any ordinary lake or seaport, there is a well defined frontage that is used for shipping and for shipping alone, and it is to the interest of the whole city that that frontage shall be so used. In the case of is the nature of the trade which is now

the Red river the frontage of the two cities of St. Boniface and Winnipeg along the river is very great, and the amount of shipping is not very great. So that there is an arbitrary authority given to this commission over city property altogether beyond, or altogether out of proportion to, the amount of shipping to be accommodated. And while the Bill has been approv-ed by the city council, it is quite possible that that point has been overlooked. They have probably copied a Bill which provided for the establishment of a harbour commission at some other place, and were satisfied, if they copied that Bill they were within the law and there was nothing more to be considered.

But I submit again it is the business of parliament to see that this legislation is adapted to each several case that comes before it, and this case being somewhat exceptional I would think it would be wise to consider whether it would not be advisable, in view of the very large harbour frontage and the very small amount of actual use that the harbour committee will make of it, that this Bill should be limited in some degree by the authority of the councils concerned.

Mr. ROGERS. I think that could be very safely left to the cities who appoint the harbour boards, St. Boniface and Winnipeg, to take care of their interests in that regard. Everything has to have its beginning, and these councils are going to select no doubt the places most suitable in their judgment for the location of these wharfs. I would like to say to my hon. friend (Mr. Oliver) that he seems to have a very unfortunate idea of the amount of trade and development that has been taking place in the Red river of late, that he does not seem to realize the necessity for providing, in some form or other, wharfs and other conveniences for the shipping trade of that river. The trade there is developing very rapidly, much more rapidly I am sure than my hon, friend realizes. Many boats were built last year and many others are being built this year to accommodate the trade which is now very considerable and will develop rapidly every year, because since the completion of the locks the river is very much changed. It has been made very navigable and is being taken advantage of by the growing trade and develop-ment of the cities as well as of the surrcunding districts. In view of the important and growing trade that is now being done on the river to-day, it is very necessary to have a harbour commission to protect it in some form or other.

WILFRID Sir LAURIER. Might I ask, just by way of information, what being carried on on the river? I know there is some passenger trade that will increase perhaps more and more, but is there any freight being carried by the boats?

Mr. ROGERS. Yes.

Sir WILFRID LAURIER. From what place?

Mr. ROGERS. From Lake Winnipeg.

Sir WILFRID LAURIER. Is that trade in cordwood?

Mr. ROGERS. Oh, no. They are bringing down cement now. Cement is being manufactured in Winnipeg, and they are bringing the material in very large quantities from Lake Winnipeg.

Mr. McKENZIE. Is there any precedent for this appointment of harbour commisisoners by the town council?

Mr. HAZEN. Yes, there are precedents in the case of many of the harbour com-missions. Some of the commissioners are appointed by the city council, and some by the government. In some cases some of the commissioners are appointed by the government, some by the city council, and some by the board of trade. My hon. friend, of course, understands there are some harbours in Canada that are man-aged entirely by the common council. That is the case with the harbour of St That is the case with the harbour of St. John, which is one of the harbours referred to in the British North America Act, the control of which at the time of confederation was vested in the city, and of which the common council are the conservators. But there is no universal rule as to how harbour commissioners shall be appointed. With respect to other harbours there are different provisions in different Bills; there does not seem to be any fixed or uniform rule with regard to appointments. As I understand it, there is great necessity of having something done here as you have two towns, one on each side of the river, with a certain amount of harbour jurisdiction, and unless you have some Bill passed in which the two councils will join together for the management of the harbour, you are going to have divided au-thority and consequently trouble.

Section agreed to.

On section 16—books, etc., to be open to inspection by the cities.

Mr. HAZEN. I think that in the fifth line the preposition 'of' should be inserted before the words 'the city of St. Boniface.' Otherwise it might appear that there was only one audit department for both cities.

Section, as amended, agreed to. Sir WILFRID LAURIER On section 17,

Mr McKENZIE. Before they have power to expropriate they should submit their plans to the department. They are given power to expropriate lands without anybody excepting themselves deciding whether the lands should be expropriated, or whether there is any necessity.

Mr. HAZEN. The hon. gentleman will find a clause by which they can take no proceedings for expropriation of land until the consent of the Governor in Council is first obtained. That question was thoroughly threshed out by a committee of the House in the case of the Hamilton Bill, where expropriation powers were asked for, and the committee recommended these words that are put in this Bill, that they cannot do anything with regard to expropriation without first getting the consent of the Governor in Council. Having obtained authority to expropriate, then they must proceed under all the provisions of the Railway Act governing expropriation.

On section 18,

Sir WILFRID LAURIER. Has my hon. friend not thought it advisable to put in this section the same caveat as he has put in the former section, that is to say, that they should obtain the authority of the Governor in Council before borrowing? Corporations of this kind are apt to borrow more than they should, and I think it would be advisable to take the same precaution in this section as we have taken with regard to expropriation.

Mr. HAZEN. This is an exact copy of the section of the Hamilton Act which I have here. There is no restriction of that sort placed in the Hamilton Bill. There is no clause in this Act, as in the Montreal Harbour Act, requiring plans to be submitted to the government The reason is that there is no power given here to the government to lend money to the harbour commissioners of Winnipeg or St. Boniface. The idea ruised by my hon. friend is somewhat now to me, that we should not allow these commissioners to borrow without first obtaining the consent of the Governor in Council. Where the commissioners are appointed by the city of Winnipeg and by the city of St. Boniface, and are really dealing with the property of those two cities. I think it might be better, if we are going to put in a restriction of any sort, to say that they should not be allowed to do it without first obtaining the approval of the city councils of Winnipeg and of St. Boniface. I would like to hear the opinion of the Minister of the Interior on that point, as he is more interested in the subject,

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and better acquainted than I am with the conditions.

At six o'clock, committee took recess.

## After Recess.

Committee resumed at eight o'clock.

On section 18, borrowing powers,

Mr. McKENZIE. Did I understand the minister to say that there was a description of the harbour?

Mr. HAZEN. The description of the harbour is given in section 4.

Mr. McKENZIE. What is the area of the harbour?

Mr. HAZEN. It includes all the waters adjacent to Winnipeg and St. Boniface.

Mr. McKENZIE. What is the depth of the navigable water there?

Mr. HAZEN. I do not know.

On section 19, power to make by-laws,

Mr. GRAHAM. This corporation is the harbour commission?

Mr. HAZEN. The corporation is the harbour commission.

Mr. GRAHAM. Is this a board which is to be appointed on the same lines as the boards of, say, Montreal or Quebec?

Mr. HAZEN. No, this is a board appointed, three by the city of Winnipeg, and two by the city of St. Boniface. The government appoint none at all.

Mr. GRAHAM. I suppose that this section means that they have power to pass by-laws and control navigation, but all these by-laws must be in harmony with the statutes as to navigation?

Mr. HAZEN. Of course, they must be that. The powers to make by-laws are exactly the same as the powers which parliament at the present session gave to the harbour commissioners of Hamilton. The question was all threshed out in the Committee on Private Bills, and these powers are exactly a counterpart of the powers contained in that Bill.

Mr. CARVELL. Is there the same provision in this Bill regarding the appointment of commissioners as in the Hamilton Bill?

Mr. HAZEN. No, under the Hamilton Act some of the commissioners are appointed by the government.

Mr. CARVELL. Are they not all appointed by the government?

Mr. HAZEN. No, three are appointed by the government and two by the common council. Mr. CARVELL. And then there is a provision that in case the common council do not appoint within a month the government shall appoint.

Mr. HAZEN. Yes, there is that provision in the Hamilton Bill. Two commissioners are appointed by the common council and three by the Governor in Council. In this Bill none of the commissioners are appointed by the government. Three are appointed by the common council of the city of Winnipeg and two by the city of St. Boniface. This Bill is introduced as a government measure principally for the purpose of expediting its passage through the House because it is really a private Bill. It is agreed to by the common council of Winnipeg and the common council of St. Boniface. They are on the Red river, one on one side and one on the other This is a Bill for the purpose of regulating the harbour. There must be some joint action between the two places, otherwise a conflict of authority would arise. This legislation is satisfactory to two communities, and it has been asked for.

On section 20, harbour rates,

Mr. HAZEN. This is exactly the clause which is placed in all these Bills.

Mr. GRAHAM. Probably similar conditions would not arise here at all, but with regard to harbour rates at Montreal, there has been considerable conflict and it has arisen in this way: Vessels coming from the west, and some from the east, too, lease certain lands along the canal bank and use those lands to load and unload freight. Under these leases certain provisions have been made as to rates. There has been a difference between the rates charged by the harbour commissioners of Montreal and the amount that it cost these vessel owners to use the canal lands. I imagine that the harbour commissioners have been unging that the rates be made the same so that persons leasing lands along the canal bank have no advantage over per-sons using the harbour proper. In Winnipeg and St. Boniface there may not be anything of that kind, as in all likelihood vessels will use the same common harbour.

Mr. HAZEN. I should not think that that would arise in Winnipeg.

On section 21, recovery of rates,

Mr. McKENZIE. Is this the same in all of these Bills?

Mr. HAZEN. This is the same provision as is contained in all these Bills. The Hamilton Bill had the same provision in it.

On section 23,

Mr. McKENZIE. Does not the minister

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think that this section is a very peculiar way of enacting a penalty?

Mr. HAZEN. It is the way it has always been done in these Acts.

Mr. McKENZIE. It seems strange it does not say what kind the penalty is, whether a fine or imprisonment.

Mr. HAZEN. Section 25 provides for that.

Mr. SINCLAIR. Section 25 strikes me as very drastic. These goods are seized and the owner may live one thousand miles away, but the section provides that the goods shall be at the risk of the owner. The usual condition is that the goods shall be placed in a warehouse and taken care of until the charges are paid.

Mr. HAZEN. I do not think any difficulty has occurred in that respect in the past.

On section 25,

Mr. SINCLAIR. I understand the seizure is provided for in this section, but what happens suppose the man refuses to pay.

Mr. HAZEN. I presume like all these matters it would go to the Exchequer Court.

On section 29,

Mr. HAZEN. I was asked that consideration should be given to the suggestion that no money could be borrowed by this corporation without the consent of the Governor in Council. It is not customary in these Bills to insert such a clause and perhaps it would not be well to establish a different rule for Winnipeg.

Bill reported.

#### REPORTS OF RAILWAY COMMITTEE.

Mr. BLAIN. With your permission, Mr. Speaker, and the permission of the House, in the absence of the Chairman I beg to present the thirteenth report of the Select Standing Committee of Railways, Canals and Telegraph lines.

Mr. SPEAKER. I presume that these reports are presented out of the regular order with the consent of the House and with a desire to get on with the work on account of the lateness of the session. Otherwise it would hardly do to violate the rule so often.

Mr. BORDEN. I understand the report has been presented a little out of the order for the reason that we hope to get through at an early date, and otherwise these Bills might not have an opportunity of appearing on the order paper.

Mr. BLAIN. I do not know anything about it myself. The report was placed in my hands to present and I presented it as requested.

Mr. McKENZIE.

# JUDGES' ACT-AMENDMENT.

Bill (No. 156) to amend the Judges' Act -Mr. Doherty-read the second time and House went into committee thereon.

On section 3.

Mr. DOHERTY. I have an amendment to offer the effect of which is to repeal in toto chapter 35 of the Statute of 1910. That statute dealt with the salary of twentyone judges of the Superior Court of Quebec whose residences are fixed at Montreal or Quebec, and it is replaced by paragraph 2 of section 3 of this Act. It dealt also with the Manitoba judges and the section dealing with them is replaced by section 4 of this Act, so that the whole of chapter 35 of the Statutes of 1910 is repealed. Chapter 138 of the Revised Statutes of Canada provides for seventeen judges of the Superior Court whose residences are fixed at Montreal and Quebec, giving to each of them seven thousand dollars a year, and that was replaced by section 1 of chapter 35 providing for twenty-one such judges

resident at Quebec and Montreal. It is proposed to replace these two pro-visions by an identical provision save that it provides for 22 judges whose residences are fixed at Montreal and Quebec and includes not only the judge to whom the dis-trict of Terrebonne has been allotted but also the judge to whom the districts of Montmagny and Beauce are assigned, fix-ing their salaries at \$7,000. The effect of that provision is to increase the salary of the judge to whom are allotted the districts of Montmagny and Beauce to \$7,000. The residence of that judge is fixed in the City of Quebec. It places him in the same pos-ition as the judge of the district of Terrebonne whose residence is fixed at the City of Montreal so that just as in the district of Montreal you have, in addition to the judges especially charged with the work of the district of Montreal, the judge of the district of Terrebonne who resides in Montreal, with a salary of \$7,000, under this provision you would have resident in the city of Quebec, in addition to the judges especially charged with the work of the district of Quebec, the judge of the district of Montmagny whose residence is already fixed by a Quebec statute in Quebec, with a salary of \$7,000 a year.

I may say in justification of this proposed change that it appears by the official statistics as published in the Quebec 'Official Gazette' that the judge who is charged with these two districts of Beauce and Montmagny has practically the same amount of work as any one of the judges of the district of Quebec and he, like them, resides in the city of Quebec so that it does not seem that there is any satisfactory reason to differentiate between the salary which he should receive and the salaries which they receive.

I have here some figures taken from the Quebec 'Official Gazette' for the last two years. Those for 1912 are to be found at vears. page 431. They show that the judge charged with these two districts and whose salary it is proposed to increase, rendered during the year 159 default judgments as against 178, being one-fifth of those rendered in Quebec, equal to the share of one of the judges residing in Quebec. He rendered 94 judgments in contested cases as against 112 by each one of the judges of the Que-bec district. There were passed before him, necessarily involving some work, contested cases to the number of 276, whereas dividing the total number of contested cases between the five judges at Quebec would leave only 93 and a fraction for each one of them. In the circuit court the number of cases disposed of by the judge in Beauce and Montmagny is very much in excess of the share of each one of the judges in the District of Quebec. For instance there were 510 default judgments as against 386 by each of the judges in the district of Quebec; 104 judgments in contested cases as against 69 to each one of the judges in the district of Quebec. The contested cases are not so numerous, 251 as against 456. Summarizing the whole thing the number of default judgments, taking both courts, was 669 as against 565 by each one of the judges of Quebec; contested judgments 198 as against 181, and contested cases 527 as against 549. I have also the figures for 1911 before me but they are not materially different. In addition to this it is to be pointed out that this judge, being resident in Quebec, has done a share of the work of the Court of Review. I have not been able to get official statistics to establish that, but I presume his own statements on a matter of that kind would not be questioned, and he states that he sat in two terms of the Court of Review, and furthermore, that he, being a judge of a rural district, was bound to hold the Court of King's Bench on the criminal side so that I think the case is clear that practically the work that this judge is called upon to do is the same as one of the judges of the district of Quebec, and his place of residence, fixed by statute of the province, is in the city of Quebec. He seems, therefore, to be in a position of parity from every point of view with each one of these other judges, and I think it is only just that his salary should be on the same basis.

Mr. PROULX. Has the minister a request from the Attorney General of Ontario that he should make provision for these two judges of the High Court? Mr. DOHERTY. Yes, I have a request most pressing and most urgent.

Mr. PROULX. I may tell the minister that these positions were created two years ago, but have never been filled. The former Minister of Justice, Sir Allan Aylesworth, did not think fit to provide those salaries; he thought that those new judges were not needed and since these new positions were created the jurisdiction of the county court has been considerably extended, so that a good part of the work formerly done by the High Court judges is now done by the county court judges, and there is a Bill at present before the legislature presented by the leader of the opposition, Mr. Rowell, to repeal the legislation passed two years ago creating these two positions. I think the minister should wait at least till this Bill is disposed of. If the Bill passes the legislature there will be no necessity to vote these salaries.

Mr. DOHERTY. We are now only providing the salaries; if the Bill passes the legislature of course, there will not be any positions to make appointments to, and, therefore, nobody to whom the salaries can be paid. So that whatever may be the danger to be apprehended of Mr. Rowell's Bill passing, I do not think we will be in any danger of having to pay salaries unless these positions continue to exist under the law of the province, and call for appointments.

As to the necessity for these judges, I am not unaware that it is some time since that law was passed, and that provision has not hitherto been made for the payment of these judges nor, of course, have appointments been made; but we are in face of the action of the legislature which has enacted that these judges are necessary, and of the persistency of the government at whose instance that legislation was enacted, notwithstanding the discouragement to which the hon. gentleman has referred.

Under those circumstances I do not myself feel justified in prolonging the resistance to the desire thus expressed by the legislature and government of the province.

Mr. PROULX. Does the minister intend to appoint some of his friends who are sitting in this House and supporting the government?

Mr DOHERTY. I might perhaps commit myself so far as to say say that I hope to appoint some of my friends.

Mr. PROULX. Who are members of this House at present?

Mr. DOHERTY. That is a matter which I have not, as yet, considered.

Mr. PROULX. I would suggest to the minister the advisability of conferring with the Attorney General of the province so as to increase the work of the county court judges in Ontario. We have 72 county court judges, that is senior and junior judges. In some districts they have enough work, but in other districts there is not sufficient to keep them busy. The province could be divided into about 10 districts, by grouping the counties together, and the county court judges could sit and hear appeals in division and county court cases. Take for instance eastern Ontario. There are two judges for each of the districts of Prescott and Russell, Dundas, Stormont and Glengarry, Carleton and Renfrew. These counties could be grouped together, and the eight judges could . sit in Ottawa, three judges sitting at a time, as do the judges of the High Court Divisional Court in Toronto, and hear these appeals. The majority of the bar of this province prefer to go before county court judges in small cases, like division court or county court cases, rather than go before the High Court judges, and it would be a great benefit to the bar throughout the province. As it is at present more than half of the legal work of the province is done at Toronto. It is all centralized there, and the lawyers from outside have to employ agents and divide the fees with them. This suggestion, if acted upon, would also relieve the High Court judges of a lot of the work they are doing at prethe county court judges more busily em-ployed and more interested in their work. They would have the advantage of meeting together, of consulting together, . and hearing appeals, and establishing a juris-prudence. There could also be an inter-change of county court judges. One judge could go into a particular county to hear cases, and another judge go to another county. Sometimes a judge does not like to hear certain cases in his own county. This course was adopted formally about twenty years ago, an Act of the legislature was passed, not to hear appeals, but to interchange judges, so that a judge from a par-ticular district could go into another dis-trict and try cases. This legislation, however, was attacked and held to be ultra vires of the provincial legislature. That is to say it was held to change the mode of appointment which only the federal parliament could do because it had the power to make appointments. The prov-incial parliament could pass legislation grouping the counties, and the federal parliament could provide for an interchange of judges in the patents appointing the judges. Another suggestion I would make to the minister is that the Judges Act should be amended so as to oblige county Mr. DOHERTY.

court judges to live at the county towns. There is a provision in the Act referred to which requires the High Court judges of Ontario to reside in Toronto or within five miles of that city.

Mr. DOHERTY. What section is that?

Mr. PROULX. I do not find it in the Judges Act. I think the provision is contained in a provincial Act.

Mr. DOHERTY. I would point out to the hon. member that I think he is urging upon us considerations which can only be dealt with by the provincial authorities. As I understand it the power of this government is limited to appointing judges and paying their salaries. I do not think we could pass here any law altering the number of judges, grouping the counties, or prescribing where the judges shall live.

Mr. PROULX. What I mean is this: The local legislature could pass an Act grouping the counties, but it could be provided in the patents appointing the judges that they would have jurisdiction outside their own district. I think the case that was decided by the Court of Appeal was that of the judge of Nipissing who, if I recollect aright, heard cases in the county of Renfrew. His jurisdiction to hear cases in the latter county was attacked because he had been appointed for the district of Nipissing and not for the district of Renfrew. The Court of Appeal, or the Divisional High Court, held that the point was well taken, and that this judge had no jurisdiction outside of his own district. Therefore, I understand the grouping of counties would have to be done pursuant to an Act passed by the local legislature. Now there is, as I have al-ready said, a provision in the provincial Act requiring High Court judges to live in Toronto or within five miles of that city. In the different districts most of the legal work is done in the county towns, and that is where the judges should sit in chambers. The Judges Act provides that county court judges hold office as long as they have their residence in the county or union of counties for which they are appointed and good behaviour.

Mr. CURRIE. That is the provincial law.

Mr. PROULX. No, this is the federal law. There is some provision in the provincial law also which requires them to live within the county, or union of counties, for which they are appointed.

Mr. CURRIE. The hon, member is discussing a very important and interesting question that really two or three days of the time of the House should be devoted to if the matter were touched at all. In

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reality the question is one that affects the different provinces, not the Dominion, as the Minister of Justice has pointed out. I do not wish to interrupt the hon. gentleman at all, but would it not be better to take the question up more fully at some other session?

Mr. PROULX. I prefer to have the law amended this session if possible. Of course, if my hon. friend does not wish to have that done—

Mr. CURRIE. This is a burning question in each province, and for that reason I do not see that the hon. gentleman is quite in order. However, I do not want to call him to order, because I realize the importance of the matter.

Mr. PROULX. We are discussing a Bill dealing with the salaries of judges, and I think it is in order to make suggestions that will tend to improve the administration of justice.

Mr. CURRIE. Hear, hear.

Mr. PROULX. I can tell the minister (Mr. Currie) that in my district we are suffering, and we have a grievance in this regard: We have two judges, and one of them, the senior judge, does not even live in the district. The junior judge lives in the district, he conforms to the law to that extent, but neither of the two judges live at the county town where most of the work is done, and where I consider the judges should live. Therefore, I would suggest to the minister that he should amend the law so as to exact of county court judges the same requirement that is made in the case of the High Court judges who have to live in the city of Toronto or within five There should be an amendmiles of it. ment to the Judges Act to oblige the county court judges to live at the county town or within a few miles of the court house. To have these judges living in the district is better than to have them dwelling outside, but where the district is large the judge might be living forty or fifty miles from the county town. I do not know how it is in the other counties, but in Prescott and Russell the majority of lawyers live at the county town where nearly all the legal work is done. I made inquiries of many members last year and did not find in other counties in Ontario a single instance where one of the judges did not reside at the county town. I think Prescott and Russell was the only exception in the whole province. I can tell the minister that that fact results in great inconvenience, and the barristers of my district would be very glad if the law could be amended in this regard and a remedy provided for the existing condition of things. The provincial government has not control Nova Scotia, \$400.

over the judges, while the federal government appoints them and pays their salary. If this parliament made it a condition to their drawing their salary that they should live at a certain place then the federal government could exercise the necessary control over them.

Mr. SINCLAIR. On this question of the salary of judges, I would like to be permitted to remind the minister of the claims of the county court judges of the maritime provinces for an increase of salary. The maritime provinces counties are grouped together, whereas I understand that in Ontario there is a judge in each county, and in some counties there is more than one judge. The result is that in the maritime provinces county court judges have to serve a larger territory than the county court judges of the other provinces. Take for example, the province of Nova Scotia, with a population of 459,571. We have seven county court judges, giving an average population for each judge of 65,653. Then take New Brunswick, with a population of 331,120, it has six county court judges, with an average of 55,186. Prince Edward Island has 103,350 population, with three county court judges, an average of 34,419. Whereas the province of Ontario, with a population of 2,162,947, has seventy-two county court judges, each of whom serves an average population of 30,316. These figures are taken from the census of 1901 and have been sent to me by request. I presume the last census would not vary them much. If you put the matter in an-other way: if Nova Scotia had the same proportion as Ontario she would have fifteen judges instead of seven. Take for example the county of Bruce in Ontario, with a population of 59,120, it has two judges; Elgin has a population of 50,443, with two judges; Essex has 56,744, Hastings, 59,291; Peel, 13,687; Prince Edward, 17,664, each Victoria, 36,211, each of these counties having two judges. Then take the county of Haldimand, with 20,052, Carleton, 19,545, Peel, 13,687; Prince Edward, 17,664, each of them with one judge; while in Nova Scotia each judge has a population of over 65,000 to serve.

Mr. BLAIN. What figures did the hon. gentleman give for Peel?

Mr. SINCLAIR. I am pointing out that there is only one judge in Peel with a population, according to the census of 1901, of 13,637.

Mr. BLAIN. That is all wrong as to population.

Mr. SINCLAIR. Then as to jurisdiction the judges in Ontario decide actions for debt up \$600; in Nova Scotia, up to \$800. Actions for replevin, in Ontario, \$200; in Nova Scotia, \$400. Some hon. MEMBERS. In Ontario, \$500.

Mr. SINCLAIR. I understand that in Ontario there are masters who do a cer-tain kind of chamber work, which in Nova Scotia is done by the county court judges.

Mr. PROULX. In almost every county of Ontario there is one judge who is a local master.

Mr. SINCLAIR. I take the liberty of drawing these facts to the attention of the Minister of Justice, because I think there is a claim on the part of the county court judges of the maritime provinces, in view of the larger districts they have to work in, and the number of courts they have to attend, for better consideration. I am not saying that the judges in the other provinces should not also be considered, I am not familiar with the circumstances there; but I feel sure there is a fair claim in the maritime provinces for something to be done for our judges, who are a very high class of men, and are doing good work, while their salaries are regarded as very small.

Mr. DOHERTY. Replying first to the hon. member for Prescott (Mr. Proulx), I understand that part of his complaint is that the judges in his own county do not reside at the chef lieu of the county. I think it is fair to those judges to say that they reside at the place fixed for them by the legislation of Ontario. Notwithstand-ing the provision that is inserted here with regard to residence of the High Court judges in Ontario, I have no doubt that it rests with the provincial authority to de-termine where the judges should reside, and I have no doubt that this provision in our statute with regard to the residences of the High Court judges is merely a reproduction of the provision in the law of Ontario. In the province of Quebec it is certainly the case that the provincial legislature determines where the judges should reside. The British North America Act gives the appointment of the judges and the fixing of their salaries to this govern-ment and parliament, and this parliament also has the power of trying judges upon impeachment, but that is the extent of our power. Of course, such power implies on our part a certain disciplinary control; but I do not understand that the power is in this parliament to determine where the judges should reside. But in justice to the judges mentioned by the hon. member for Prescott, I ought to say that they do reside in the places fixed by the legislation of Ontario. Now in reply to the hon. member for Guysboro (Mr. Sinclair), I have had called to my attention the position of the unintentionally. In my own county of county court judges in Nova Scotia by the Peel my hon. friend has placed the figures

Mr. SINCLAIR.

hon. member for Colchester (Mr. Stan-field), and by the hon. member for Sydney, who have laid before me the figures the hon. gentleman has cited. I may say furthermore that I have had communications from the judges them-selves. As to the comparative number of judges in the different provinces, that of course depends upon the legislation of the provinces. That being the case, I must say that the example of Nova Scotia in confining herself to so small a comparative number of county court judges is highly to be commended, and I would like to see it followed by some of the other provinces. recognize that with regard to the county court judges, not only in Nova Scotia but in different parts of the country, a very strong case may be made out for an increase of salary. I may say that I have made up my mind, after the session is over, to take up the matter seriously, and en-deavour to see if it is not possible to come to some understanding with the local authorities by which we may ascertain the relative position of the judges of these courts in the different provinces, with a view of putting men who are in a parity of position, both as to jurisdiction and as to work, on a parity in regard to salaries. I have no doubt that in doing so we should bring about a situation where some if not all of the county court judges will find themselves entitled to an increase of salary. Hon. gentlemen can rely upon it that these matters shall not be neglected.

Mr. PROULX. There is in the present provincial law the same provision as is in the Judges Act in regard to county court judges. They have to live within the county or union of counties for which they are appointed. But, there is no way of enforcing that provision of the law.

An hon. MEMBER. Impeach them.

PROULX. We cannot impeach We could probably lay a complaint Mr. them. before the Governor in Council, and have an investigation there. But, I do not think a failure to comply with this provision of the law would be a sufficient cause for dismissal. It would be advisable to amend the Act, and provide that each of these judges shall live within his district or he will not receive his salary. I think that is the best check that we could have upon these judges.

Mr. BLAIN. The figures given by my hon. friend from Guysborough (Mr. Sinclair), are very misleading. I am quite sure that my hon. friend has given them at 13,000, when the real figures for the judicial county are much higher.

Mr. SINCLAIR. There must be some mistake in the figures. I did not make the figures up myself.

Mr. BLAIN. I am not accusing my hon. friend.

Mr. SINCLAIR. They were sent to me on behalf of one of the judges of Nova Scotia.

Mr. BLAIN. I am pointing out that my hon. friend's figures are misleading. see where the error is. He has taken the constituencies as represented in this House and not the judicial counties; thus the mistake.

Mr. DOHERTY. I desire further to amend clause 3 by adding at the end of the clause the following paragraph:

Two puisne judges of the said court whose residences are fixed within the districts of Bonaventure and Gaspé and Saguenay, each \$5.000.

The amendment here consists in substituting \$5,000 for \$4,500, as the salary of each of these two judges. The reason 1 propose this amendment is that it seems to be making an invidious distinction between the judges of the rural districts in the province to set aside these two particular judges, and give them a smaller salary than that of their colleagues. I have not gone into the details of comparative figures of work in each of the rural dis-tricts, but I am quite satisfied that the work is considerable, and we know that in these two districts the distances which have to be travelled are very great. In any case the difference made in the salary is so slight as not to be of particular ad-vantage to the country and not to overbalance the results of the apparent invidious distinction between the gentlemen who are the judges in these two particular districts and their colleagues sitting upon the same bench.

Sir WILFRID LAURIER. I approve of the suggestion made by my hon. friend (Mr. Doherty), to increase the salary of these two judges, not, however, for the reason given. It is not at all an invidious comparison. These salaries go back forty or fifty years. At that time it was found necessary to have judicial representatives in these far away districts. They were very far away from communication then, and the judicial work was not very great in amount or importance. But now these two districts of Saguenay and Bonaventure are reached by railway communications, the population has increased, there are some large towns and they are placed up-

on a parity. Therefore, it seems to me that under such circumstances, it is only just and fair that the judges who have to administer justice in these districts should receive the same salary as their colleagues in other districts.

Mr. DEVLIN. If the hon. Minister of Justice (Mr. Doherty) could see his way clear, if not this year, then next year, to increase the salaries paid to the judges in the District of Ottawa and thus bring them more in line with the judges of the district of Montreal, I think it would be a wise provision. The local business in the district of Ottawa is very heavy. The present judge of the district of Ottawa, I think, has as much work to do as any judge of the district of Montreal. I hope that the Minister of Justice, in the new appointment which he is about to make of an additional judge for that district, will be as happy in his selection as he was in the appointment of Mr. Justice McDougall, who makes an excellent judge.

On section 5-Alberta Supreme Court,

Mr. CARVELL. While on the judges of the Supreme Court, a very persistent rumour has been floating around in the maritime provinces that application has been made to the Minister of Justice for the appointment of a fourth member of the Supreme Court of Prince Edward Isand. It has been stated that the request is about to be granted. I would like to know if the minister would give us any information on that question?

Mr. DOHERTY. The rumour has not reached my ears, nor have I had any application for the appointment of a fourth udge. I understand that before there could be the question of an appointment there would require to be legislation in the province providing for it.

On section 6-district court judges in Alberta; on section 7-district court in Baskatchewan.

Mr. CARVELL. What is the substance of these two amendments?

DOHERTY. Section 6 provides Mr. that there shall be eight instead of six listrict court judges in Alberta. It adds two to the number of district court judges in Alberta. Section 7 adds one to the number of similar judges in Saskatchewan. In the statutes of these two provinces they have provided, not for a definite number of judges, but for the appointment

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General of the different provinces, representing that the volume of business does now require the additional judges.

On section 8,

Mr. GRAHAM. What is the interpretation which is put upon the words 'immediate vicinity?'

Mr. DOHERTY. I admit there may be room for elasticity in the interpretation of these words. The provincial statute in determining the residences of the judges says that certain judges shall reside at Montreal or within the 'immediate vicinity,' and the direct cause of our finding it desirable to make this amendment in re-gard to the travelling allowances of judges was that in one case a judge residing in a municipality surrounded by the city of Montreal, contended he was living in a different place from Montreal and there-fore should have a travelling allowance when he went down to the court house. We thought that was not a fair interpretation, and without undertaking to deter-mine as to what constitutes the 'immediate vicinity' we believed that residence side by side with the city should be equivalent to residence in the city. I think the judges may count on being treated reas-I think onably and fairly when the department comes to tax the bills for travelling expenses. It is not easy to fix a specific area, but I do not think that a man living just outside the boundary of Montreal should be treated as not living in Montreal, in order that he might obtain an allowance for serving in a court house away from his home.

Mr. CARVELL. Was the cause for the amendment only found in that one case in Montreal?

Mr. DOHERTY. I know of only one instance where under similar circumstances it was contended there ought to be payment of the travelling allowance.

Sir WILFRID LAURIER. Could not the object be better reached by our saying that no judge shall receive any travelling allowance for holding court in the district for which he is appointed?

Mr. DOHERTY. Section 18 already makes provision for that, but there are certain cases where there is no specific law providing the place where a judge shall reside, and in such cases the present provision would find its application. As I understand it, no judge gets an allowance for attending his court at the place where his residence is fixed, but there are cases such as those of the rural judges who attend circuits within their own district, and they are entitled to travelling expenses when they are absent from the town at which their residence is fixed.

Mr. DOHERTY.

On section 9,

Mr. PROULX. Was there any provision in the former Act with regard to the number of years a barrister should serve before being appointed judge?

Mr. DOHERTY. There was a provision with respect to Quebec and Ontario which was enacted in the law of the old province of Canada before confederation, and which remained in force. The British North America Act does not prescribe the period of time a man shall be a barrister before being appointed to the bench, but it does provide that to be appointed a judge in any one of the four original provinces a man must be a member of the bar of such province. I understand that in some of the other provinces there is no prescribed time, and it has been very strongly urged upon me from some of the newer provinces that there ought to be some provision of that kind. It was represented to me, and the principle seemed to be sound, that we should adopt the same period of ten years which by law was applicable in Ontario and Quebec.

Mr. PROULX. Would this provision change the Ontario law, which says that after seven years' practice a barrister may be appointed to the county court bench of Ontario?

Mr. DOHERTY. I should think that would be a matter under the jurisdiction of this parliament, because, as the appointment of judges belongs to the Dominion, naturally the authority which has the appointing must determine what qualification will be required in the appointee. A province could not, by any legislation of its cwn, compel the Dominion government to appoint a man who did not fulfil such special requirements as this parliament might choose to impose.

Mr. GRAHAM. I am, of course, a layman, and therefore I speak with diffidence on this question, but I do know that since the enactment of the Ontario legislation asking for those two extra judges, there was discussion between the late Minister of Justice and myself with regard to this matter. Notwithstanding the fact that I was at first inclined to be in favour of the appointment of these judges, Sir Allen Aylesworth convinced me thoroughly that from the standpoint of work to be performed there was no need for them, and I look upon him as the very first authority upon that subject.

Mr. PUGSLEY. One reason why there are so many county court judges in Ontario is that they do a good deal of probate work for which they are paid by fees out of the estates of deceased persons. They can either take the fees or commute them for

a sum of one thousand dollars a year, the result being that the county court judges of Ontario receive, in addition to their salaries, one thousand dollars a year more than do the county court judges of New Brunswick.

Mr. PROULX. Some of them get \$1,000 and some of them more; but when the fees are commuted, they take the average of the previous three years, and some judges get only \$500 and others \$600, according to the amount of business.

Mr. PUGSLEY. That accounts for there being so many more judges in proportion to the population in the province of Ontario than for instance in the province of New Brunswick. It may be all right for the judges to attend to probate business, but I do not see why they should neglect their ordinary judicial business for that, and get extra pay for it. It seems to give the judges in Ontario an advantage over judges in provinces where they do not get fees for attending to probate work.

Mr, CARVELL. I suppose there is no question that the result of section 9 would be that a man who had been admitted to the bar of one province ten years before would be eligible to be a judge in another province, and would not necessarily have to be for ten years a member of the bar of the province in which he was appointed. For instance, a man appointed to the bar of Ontario ten years ago could be appoint-ed to a judgeship in Manitoba, although he had not lived in Manitoba for more than two years.

Mr. DOHERTY. That is as I understand it. I do not know of any provision that would prevent that; and if this section stood alone, that would apply to any province; but that is corrected as to the four original provinces of confederation by the British North America Act.

Mr. PROULX. But if there is a provin-cial law, as in Ontario, requiring a man to have been ten years in practice in the province before he is appointed to the High Court bench and seven years to be appointed to the county court bench, would that be overridden by this law?

Mr. DOHERTY. I do not think it lies within the purview of a provincial legislature to determine the qualifications for appointment to the bench. The law in force in Ontario-I know it to be so in the province of Quebec—is a law enacted by the old parliament of Canada, which fixed the number of years that a man must have been at the bar before he could go on the bench. That requirement remains in force

a man to be appointed to the bench in the province of Ontario must be a member of the bar of Ontario, the same for Quebec and the same for the maritime provinces. But the British North America Act does not say for ten years. We are now fixing a period of time in addition to the other requirement, so that whatever lawful requirement exists to-day will continue to exist. The only modification is that the admission to the bar, whatever bar is spe-cified by the existing laws, must have been ten years previous.

Mr. EMMERSON. I understand that the provinces have the right to constitute courts, and the Dominion has jurisdiction over the appointment of judges, to those courts. But the judge is a part of the court, and it would seem to me to be within the power of a local legislature, in creating a court, to define the qualifications of the judge who should preside over it. The provincial legislature might say that a barrister of the province of seven years' standing should be a judge of that court; then it would devolve upon the Dominion authorities to appoint such a judge. Where the requirements of the statute constituting a court made it necessary for anyone ap-pointed a judge to be a barrister of twelve years' standing or of nine years' or of any number of years other than ten which would prevail, the provisions of the local statute or the provisions of section 9 of this Act?

Mr. DOHERTY. It might be a very interesting matter to discuss just how far there might be power in provincial legislatures to make such requirements for their judges.

Mr. EMMERSON. Is not the judge a part of the court?

Mr. DOHERTY. A judge is certainly a part of the court, but while it belongs to the provinces to organize the courts, it belongs to the Dominion to appoint the judges. It would seem to me that the power that has the right to appoint will decide whom it will appoint and what are the qualifications which it thinks are necessary. I am prepared to concede that the provinces may have the right to say that they require certain qualifications. I doubt it, but I do not want to dispute it. Assuming that a province may say that no man shall be appointed unless he has been eight years at the bar, I do not think that would deprive the appointing power of the right to say, we will not appoint him unless he has been ten years at the bar. I think it might be more debatable if the province in the provinces still, and it is not in con-tradiction to what we are providing here. The British North America Act says that it men have a proverb which runs to the effect that it is time enough to bid the devil good-morrow when you meet him; and when we meet with this clash, we will see what kind of good morrow we can offer. But in the meantime I do not think we can be said to be very severe in our requirements when we give notice to the provinces generally that ten years' practice at the bar is the minimum requirement.

Sir WILFRID LAURIER. Is there no minimum on the government's discretion?

Mr. DOHERTY. I am proposing to put a limit on the government's discretion in the future. In some of the provinces heretofore there has been no limit, and the government might have appointed a gentleman who was admitted to the bar yesterday. The purpose of this Act is to put a limit on the discretion of the government. I do not think there is any method by which the Dominion government could be compelled to appoint a man who had been in practice only eight years.

But if, in the judgment of this parliament, ten years of practice is a reasonable and necessary requirement, it is quite within the power of this parliament to pass such a law and it would then become the duty of the government to act under it.

Mr. OLIVER. Is the provision for additional judges in the western provinces following corresponding legislation by these various provinces?

Mr. DOHERTY. I think I explained that the legislation of the prairie provinces does not fix a restricted number of judges of these district courts; it provides that additional judges may be appointed according as their services become necessary and, as pointed out, it has been represented to me by members of the bar and Boards of Trade in one case and by the Attorneys General of these different provinces, that there is need for these additional judges and I feel justified in relying on the statements of these gentlemen that these judges are necessary.

Mr. OLIVER. In the cases of the prairie provinces, do the provincial statutes fix the number of judges?

Mr. DOHERTY. The statutes of Saskatchewan and Alberta may mention a certain number, but there is a provision that additional judges may be appointed as their services become necessary.

Mr. CARVELL. Would it not be within the purview of the provincial authorities to say when the necessity arises? Could they not also do that by creating an additional district? There must be some way of letting the federal government know there is a necessity for an additional judge.

Mr. DOHERTY.

Mr. DOHERTY. No doubt the legisla-ture could have proceeded in that way, but they chose this way, and instead of enacting by express provision that there shall be so many, it has made what I might call an elastic enactment providing that appointments may be made according as they become necessary. The provincial executive which is undoubtedly the proper authority to determine when the necessity has arisen has communicated that fact to this government and we felt it was our duty to act upon it. I have had most pressing and urgent representations of the necessity for these judges from mem-bers of the profession and, in the case of Moosejaw, even from the Board of Trade. The hon. member who represents that constituency has impressed on me very strongly this necessity. I had before me evidence from official sources corro-borated by evidence from what I considered absolutely reliable sources of the necessity for these appointments and the statute of the province being that they may be appointed according as necessity arises, I felt it was the duty of the government to meet that demand. Of course if the hon. member thinks we ought to hold our hand until the province acts I shall be glad to give weight to that suggestion.

Mr. OLIVER. I do not wish to criticize the provision at all, but I am anxious to know if the provincial government in each case is responsible for the statement that there is the necessity and for the request that has been made.

Mr. DOHERTY. I understand that the government of Alberta has officially requested the appointment. When these representations were made to me from these other sources, I caused the Attorney General of each of these two provinces to be written to inquiring whether there was the need that was represented to me, and they replied that the appointments were necessary. I do not undertake to give their actual words because I have not read the letters, but in the department I am informed that answers came back to these letters endorsing what had been said to me as to the necessity for the appointment of these judges.

Mr. OLIVER. And in the case of the province of Manitoba, what representations have been made?

Mr. DOHERTY. In the case of the province of Manitoba, it was done by legislation. They have not any such provision as that I have mentioned providing for additional judges as they are needed, but they have at this session of their legislature passed an Act providing for the two additions that have been made to the Court of Appeal and to the High Court. Mr. CARVELL. Did it ever occur to the minister that if the provincial authorities are the ones that have the right to determine whether the necessity has arisen, it would require something official in the form of an order in council? Would a mere letter of the Attorney General be sufficient to justify this parliament in providing salaries for the judges and making the appointments? It seems to me that we must have something official to go on if it is admitted that the power lies in the previncial authorities to say when the necessity has arisen.

Mr. DOHERTY. I think the hon. member can rely upon it that we shall not make the appointments until it has become absolutely, and properly, and officially certain that they are required. But I would like to point out now that we are only providing a salary so as to make it possible that an appointment may be made.

Mr. CARVELL. I appreciate that.

Mr. DOHERTY. You can rely upon it.

Mr. CARVELL. I appreciate the minister's statement, but as a rule the appointment follows the salary.

Mr. DOHERTY. I suppose the appointment will be more attractive when the salary is provided. We shall not act until it is put beyond the possibility of doubt that these provinces respectively, officially determine the necessity of these judges. But I thought I had quite sufficient evidence to go upon to at least place myself in a position where the appointment could be made. if there be the great need, that it is represented to me by persons entitled to every confidence, does exist in both cases.

Mr. CARVELL. I have just one further remark to make and that is, it does not seem to me that the position taken by the minister is altogether logical. He promises, and I have no doubt he will faithfully carry out the promise, that no action will be taken towards appointing a judge until he has the official knowledge from the provincial authorities that the necessity has arisen. Now, I would like to know what right this parliament has to create a salary until we have the official knowledge that the necessity has arisen.

Mr. DOHERTY. We might cut this discussion very short. If the hon, member objects to a provision being made so as to make it possible to meet what is represented to be a crying need in the western provinces, and likes to undertake the responsibility of that opposition, we may get down to the requirements as to whether everything has been done that might have been done.

Mr. CARVELL. I think my hon, friend is taking a very unjustifiable position. The burden is not on myself, nor on members on this side, to bring in and carry through government measures. If this were a private Bill or a public Bill, it would be a very different position. This is brought down as a government measure, and when we are criticizing the minister and showing him that he is not taking a logical position, it comes with very poor grace to throw across the floor the taunt: You take the responsibility of opposing this measure.

Mr. DOHERTY. Are you opposed to this being done?

Mr. CARVELL. I think I have a right to discuss this matter and to show the minister the position in which he is placing himself. This is a government measure, and it is for the government to say whether they want to put this matter through or not, or bring it to a vote. Surely my hen. friend is not objecting to fair and courteous criticism. I do not think he can claim that he has received anything but fair and courteous criticism in the discussion which has taken place so far this evening.

Mr. OLIVER. Might I ask in regard to the appointment of the additional Superior Court judge in Alberta—I just wish to be clear on the point, as to how the conclusion is arrived at—if representations have been made by the provincial government in regard to that appointment.

Mr. DOHERTY. There is legislation by section 18 of chapter 20 of the Alberta Statutes of 1908 amending the statute of 1907, chapter 3, section 5, providing for this Supreme Court judge. The elastic provision I speak of is not with regard to this judge.

Mr. PUGSLEY. I presume the Minister of Justice would not pretend for a moment that parliament could be asked to provide salaries for additional judges in Ontario or Quebec unless the legislatures of those provinces had actually made provision for the additional judges. Now in the case of Alberta and Saskatchewan what authority, in the opinion of my hon. friend, has to determine as to the necessity for additional judges? Is it the Governor in 'Council here, is it this parliament, is it the legislatures of Alberta and Saskatchewan, or the Lieutenant Governor in Council in each of those provinces?

Mr. DOHERTY. The legislatures of Alberta and Saskatchewan, as I understand it, have undertaken to enact by legislation that, without further legislation on their part, additional judges may be appointed as they are required, and I would not proceed to name these judges unless the executive of Alberta and Saskatchewan, as the case may be—in whose hands I would understand it to be put by this legislation of the legislatures of the provinces—should certify to this government the necessity for these additional judges. Now I take it that with the certificate of the Attorney Generals of those provinces I was justified in placing this government in a position where such an appointment could be made. And I say, before proceeding to actually make an appointment I shall see to it that it is made absolutely certain that in the most formal way the executive of the provinces—whom I would understand to be the body whose duty it was to carry out the statute, and in doing that determine in a particular case whether the additional judges were necessary—takes the responsibility of certifying to the necessity. I did take it to be sufficiently official, at all events for the course followed so far, that I had the certificates of the Attorney Generals of these provinces.

Mr. PUGSLEY. Do I understand my hon. friend to be of the opinion that the body which has to determine as to the necessity for an additional judge is the Lieutenant Governor in Council of the province? That being so does not an order in council take the place of an Act of the legislature of the other provinces? My hon. friend would agree to that would he not? Then if he could not ask this parliament for a vote for the salary of an additional judge until the legislature of the other provinces had passed the necessary law, does he think that it is competent for this parliament to pass the salary until that order in council has actually been made and the necessary authority has been given for the creation of this additional judge?

Mr. DOHERTY. I think if under the statute the fact exists that the business necessitates an additional judge, then we have the power to appoint.

Mr. PUGSLEY. That must rest exclusively with us then?

Mr. DOHERTY. I am not interested in a hair splitting discussion as to what is the precise and exact effect of this provision. I put this measure before the House as before a body of men who, I think, will exercise their common sense in the application of the law. I was proceeding to say that the legislature which has power to determine how many judges should be appointed, has power to determine that as many should be appointed as are necessary, but the appointing power rests with the government of this Dominion. Whether these judges should be appointed or not, therefore, is perhaps properly a question of fact. If there exists a necessity for these additional judges, there is a law of Mr. DOHERTY.

the legislature of Alberta determining that they shall be appointed, and it is the function of this government to appoint them. It is no doubt, the duty of this government to take proper means to ascertain whether the condition fixed by the legislature of Alberta has been fulfilled. In my judgment, I have before me evi-dence which satisfies me of that; but I should not feel justified in proceeding to final action in the matter until the executive of the province had officially determined that necessity. It does not necessarily follow that it will be beyond the power of this government to ascertain the facts for itself and to act accordingly. But if hon. members think that, for the sake of determining precisely the exact line of our respective duties, it is necessary possibly to deprive these important sections of the community of the services of judges which it is represented to me by absolutely reliable men, men on both sides of this House, members of the bar of those provinces, the Attorney Generals of those provinces, are necessary, and that because I am not prepared to-night to tell them to a nicety just where the exact and final word about this question rests, the government of this country should be left in a position where, for a year to come, it will be impossible for them to meet the prima facie necessity in those provinces, why then the responsibility will rest upon hon. gentlemen opposite.

Mr. PUGSLEY. It seems to me my hon. friend is seeking unduly to impose responsibility on this side of the House for this legislation. I was desirous of knowing what was the opinion of the Minister of Justice. It is an important question under the statute, relating to Alberta as to where the decision is to rest, and I th'ought my hon. friend could give valuable information to the House. But my hon. friend said, as I understood him, that he regarded the order in council deciding that an extra judge was necessary in the case of Alberta and Saskatchewan, as exactly the same as the statute of one of the other provinces providing for the ap-Now pointment of an additional judge. it does not require the consideration of any fine points of law to determine what action should be 'taken if the Minister of Justice entertains that view. Suppose there had been an Act passed by Ontario or by Quebec, and we on this side of the House had raised the question, would my hon. friend say: Gentlemen on the other side of the House insist that we should not pass this measure until the legislature of Ontario 6021

or Quebec has provided for an additional judge, then let them take the responsibility. Would the Minister of Justice venture to suggest such a thing to the House? Does not my hon. friend know that this parliament has never been asked, since confederation, to provide a salary for an additional judge, until the legislature of the province has by solemn Act.declared that the appointment is necessary and that the burden for the salary of , the additional judge or judges should be imposed upon the country at large? Now if my hon. friend was of opinion, as the Minister of Justice, that the power of this parliament to act would necessarily be based upon an order in council passed by the Lieutenant Governor in Council of the easiest thing in the world have been the easiest thing in the world to have had that order in council passed, and had it sent here to Ottawa and made that the base of legislation. This parliament has been sitting for months, and I presume my hon. friend has had this matter under consideration a good many months; yet, although he has expressed the opinion that the Lieutenant Governor in Council ought formally by order in council to declare the necessity of an additional judge, apparently he has never asked for it, but he comes to this parliament and asks for the additional money required for another judge. Then, he says, after parliament votes the money he will take the necessary steps to ascertain whether the Governor in Council of those provinces will pass the requisite order, and if they do not pass the requisite order, and there is no appointment of a judge, then he assures us the money will not be paid out. I do not think there is a sufficient justification for that attitude of my hon. friend I do not think there is the least justification for his criticism of the hon. member for Carleton, N.B. (Mr. Carvell) and myself, who have ventured to take the position we have upon the question.

Bill reported.

## LIVE STOCK RECORD ASSOCIATIONS.

Mr. BURRELL moved the second reading of Bill (No. 167) respecting the incorporation of Live Stock Record Associations. He said: This bill repeals the old Act which dealt with the legislation necessary for the in-corporation of the various live stock record associations of the country, about 23 being incorporated under that Act. It was found as time went on that a good many sections of the statute were not definite enough to make the working of the association satisfactory, and so, for the last two years, the live stock associations have been in conference with the present commissioner, and as a result have drafted this Bill which the same, but the method of pursuing and 191

practically has no contentious features. The only two points of real importance are, first, that the various associations are given greater powers in the spending of their moneys, and the other point makes more clear the nature of the penalty and the method of collecting it.

Mr. OLIVER. Would the minister object to giving the committee a short general statement of the purposes of the Live Stock Record Association?

Mr. BURRELL. The measure explains the various manners in which the associations can incorporate under this Act, defines their powers, their relations to each other, the possibility of their working under a national live stock association, and also outlines the penalties in connection with the putting in of false pedigrees.

Mr. OLIVER. What is the purpose of the record association?

Mr. BURRELL. The purpose of the record association is to keep very clearly the purity of the various breeds of cattle, horses, sheep, swine, and so on, enabling them to be registered in Canada, under the National Live Stock Record Board, and thereby ensuring the absolute accuracy of the pedigree of animals in this country or animals that are imported, all having to be registered under the National Live Stock Board to which we give a grant, thereby building up the live stock interests of our country.

Mr. OLIVER. The means whereby the correctness of the record is ensured?

Mr. BURRELL. This is under the National Live Stock Association, each one of these associations having a member of this National Record Board, this government giving them offices here and assisting them by a grant, they conducting their own business with one secretary. The certificate of any animal imported into this country is not accepted until it has been registered in the Canadian National Pedigree Book, in which there is a record kept of every pedigree animal, so there is no such thing as a false pedigree in Canada.

Mr. OLIVER. Supposing misrepresentations are made, what occurs?

Mr. BURRELL. If misrepresentations are made we have a method of following up these misrepresentations and punishing the individual under this Act. It is made a little more effective in this Act than it was under the old Act.

Mr. OLIVER. More drastic?

Mr. BURRELL. The penalty is about

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punishing the individual is a little better than that which has hitherto prevailed. He is followed up for two years wherever he may happen to be.

Mr. OLIVER. The penalty is a fine?

Mr. BURRELL. Yes.

Motion agreed to, Bill read the second time, and House went into committee thereon.

On section 2-definitions,

Sir WILFRID LAURIER. Is this the same as the old Act?

Mr. BURRELL. Yes, a great many of the sections are.

Mr. OLIVER. Would the minister be good enough to point out the changes as we come to them?

Mr. BURRELL. Yes.

On section 3-administration of Act may be assigned to other member of Privy, Council,

Mr. BURRELL. This is a new section. I do not know that it is absolutely necessary, but it is perhaps well to leave it in.

Sir WILFRID LAURIER. It seems to me that there is a contradiction between this and the previous section. Section 2 says:

'Minister' means Minister of Agriculture.

That is absolute. Now section 3 says that the duty of the Minister of Agriculture may be assigned to another minister.

Mr. BURRELL. I am not positive that this clause is necessary. I presume that it was inserted so as to provide that in the event of the Minister of Agriculture being away the acting Minister of Agriculture, appointed by order in council, would have the same authority.

Mr. OLIVER. Is there any general provision that would cover such a case?

Sir WILFRID LAURIER. As I understand it the duty of the Minister of Agriculture may be assigned to a minister other than the Minister of Agriculture. Of course, there is a special rule under the Interpretation Act that the duty of any minister may be performed by any of his colleagues authorized by order in council, but this seems to be not one of those cases.

Mr. BORDEN. It is easy to correct it. I would suggest to my hon. friend (Mr. Burrell), that subsection (b) of section 2 should be amended by adding, after the words, 'Minister of Agriculture,' the words: 'or such other member of the King's Privy Council for Canada as is named for

Mr. BURRELL.

that purpose by order in council,' and then strike out section 3.

Sir WILFRID LAURIER. I do not think there is any necessity for section 3 at all.

Mr. BORDEN. No, that is what I say.

Sir WILFRID LAURIER. The intention of my right hon. friend is that the Minister of Agriculture should be the minister to administer this Act. Then section 3 provides that this Act might be administered by some other minister, just as it is provided in some other Acts. For instance, the Mounted Police is to be administered by the President of the Privy Council, or by any other minister who may be named for that purpose. If my hon. friend has it in mind to provide that although the duties are assigned to the Minister of Agriculture, still, from time to time, in the absence of the minister or otherwise, another minister may act in his stead, I would say to him that there is no necessity for it.

Mr. BORDEN. I think that is correct. I would not agree that it is not desirable to have power by order in council to place the control of this matter under some other minister. That is a very convenient power. I think the best course would be to strike out section 3 for the present, and then amend the definition of 'minister' in the way suggested.

Section struck out.

On section 12.

Mr. OLIVER. Is the effect of this section to practically bring these live stock record associations under the control of the National Live Stock Record Board.

Mr. BURRELL. Practically, yes. This question has been threshed out by the various associations and they seem to think that this is the best provision to cover the point.

On section 16.

Mr. BURRELL. This clause amends section 4 of the former Act. The old law limited the association in such a way that it practically denied them authority to expend such funds as rightfully belonged to the association. This subsection gives them the right to expend their own funds.

Mr. PUGSLEY. Paragraph 4 gives them power to make, draw, discount, execute and issue promissory notes and bills of exchange and other negotiable instruments. Does the minister not think that is a very dangerous and a very extraordinary power to give to a live stock association?

'or such other member of the King's Mr. EMMERSON. And it is not even Privy Council for Canada as is named for limited to the business of the association. Mr. BURRELL. I think it will be gathered from the whole of the section that it is limited to the business of the association.

Mr. PUGSLEY. Why will they require authority to discount paper?

Mr. GRAHAM. I think you should submit that to the Finance Department.

Mr. BURRELL. I do not think the Finance Department would see any strong objection to that.

Mr. EMMERSON. When we are incorporating insurance companies, fraternal societies, and other associations similar in their aims and objects to the one now under discussion, we are very careful to limit their powers with regard to money matters to the business of the particular association.

Mr. MONK. Of course, this can only be done for the objects of the association.

Mr. EMMERSON. It does not say so.

Mr. MONK. Well, if it were necessary that might be added. But it is quite conceivable that an association for the advancement and encouragement of purebred animals may, and they do every day, require to discount notes in order to advance the objects of the association, such as the purchase of some prize animal. The objects of the association would be defeated if it had not that power.

Sir WILFRID LAURIER. They do not discount a note for the purpose of buying stock.

Mr. MONK. They can discount a note in favour of some purchaser or some association with which they are linked for the acquisition of a purebred animal.

Sir WILFRID LAURIER. That would be issuing a promissory note, not discounting it.

Mr. PUGSLEY. Is this association intended to be for the purchase of animals? I understand that it is to be simply for the keeping of a record.

Mr; BURRELL. All the associations incorporated under this Act have very wide powers, and their constitutions and by-laws have to be set forth and approved by the Minister of Agriculture. But if my hon. friend objects to that clause, I am perfectly willing to amend it by adding at the end the words, 'for carrying out the objects of the association.' I think that would have to be read into it anyway.

Mr PUGSLEY. I would not agree to that. If we pass this clause, some other company will come to-morrow and ask 1913 for similar powers. The object of this association is not to buy animals.

Mr. MONK. It has that right.

Mr. PUGSLEY. No, that is not the object. The object is to keep a record of animals in order to establish and maintain a high standard for breeding purposes; but the association dose not become the owner of livestock itself. It is given power to acquire property. That is, I presume, to have a building where it may hold meetings.

Mr. MONK. In subsection C power is given to use the funds of the association for any purpose calculated to benefit the particular breed or species of animals, including grants to exhibitions. In that connection it may become necessary for the association to discount or endorse notes.

Mr. PUGSLEY. Is it wise or necessary to give them the power to endorse notes in order to make money grants to exhibitions? See how broad the words are: 'Draw, make, accept, endorse, discount, execute and issue promissory notes and bills of exchange and other negotiable instruments.' Any ordinary company could, with that clause, carry on a regular banking business. Remember, as we are legislating to-day, we will be legislating tomorrow, if some other company comes and asks for similar powers.

Mr. BURRELL. I do not see why my hon. friend should wish to prevent these people carrying on their business in the way they wish, so long as it is for the carrying out of the objects of the association, which would admit of the advancement of a particular breed of animals.

Mr. PUGSLEY. How could the discounting of negotiable paper by this association have anything to do with the kceping of a live stock record?

Mr. BURRELL. It is not only for keeping a live stock record; it is for furthering the objects of the associations formed under this Act.

Mr. PUGSLEY. It strikes me that this provision is utterly ridiculous. I would like to hear from the Minister of Finance.

Mr. OLIVER. I do not wish to press this matter too strongly, nor to delay the passage of the Bill at this late stage of the session; but may I point out to the minister that the Bill, in this provision and in others, departs from the original purpose of the Act, and in doing so derogates from the successful attainment of that purpose? The primary purpose of the Bill is to secure an authoritative record of pure bred stock. If it is desired to form an associa6027

tion for the purpose of advancing the interests of the breeders of a certain class of live stock, then it would be proper that there should be provision for financing the institution; but the principal purpose of this Bill is not to advance the interests of the breeders of any particular kind of of stock. It is simply for the purpose providing for an authoritative registration of the animals of that particular breed. When you undertake to transform such an organization into a live stock association, for the purpose of pushing the interests of a particular breed, you thereby, to that extent, debar the man who has that particular breed, but who does not want to become a partner in the business of pushing its interests with other men who do. The idea is that every man who has a certain breed of cattle shall have the right to get an authoritative registration of the animals of that breed, and that there shall be no liability or business burden of any kind upon him when a description and registration of these animals appears in When you 'transform the the herd book. business of registration into that of a live stock association for the purpose of pushing the interests of a particular breed, you derogate from the principal purpose of the Bill, and reduce the benefit that otherwise would accrue from it. You are debarring people from getting the advantage of this legislation without rendering themselves liable for certain financial considerations which they may not wish to assume liability for, and which they should not be required to render themselves liable for in order to get the registration of their pure bred animals. In so far as this Bill tends in that direction, it is not in the best interests of the cattle industry or of the registration of pure bred animals.

It would be well for the minister to restrict this Bill simply to the registration of pure-bred animals, and let other legislation be provided for the purpose of forming live stock associations, so that a man interested in a particular breed who wished to spend money in pushing the interests of that breed could do so, but a man who wants to register his thoroughbred stock should not be compelled to go into a business enterprise as he would be under the terms of this Bill.

Mr. EMMERSON. Under section 5 the objects of the association are defined to be the keeping of a record of pure-bred domestic animals of a distinct breed of several records each of a distinct breed of the same species of animals. Then under section (b) of section 11 parliament seems to delegate to the association, with the approval of the minister, power to state other

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objects for which the association is to be incorporated. This seems to me to be a strange anomaly which must have escaped the minister's attention.

Sir WILFRID LAURIER. In comparing the Bill with the present Act I find that everything in the Bill is in the Act except this one clause giving the power to exer-cise commercial functions. It seems extraordinary that an association of this kind should be allowed to exercise such wide powers as in this clause, to issue promissory notes and to discount notes. The corporation has no capital, in fact its assets are limited, the only liability of each of the incorporators is for the amount due for his membership and registration fees. The corporation has not a dollar to meet any promissory note it may issue. This seems inconsistent with the object of the Bill, and I think my hon. friend will agree with the hon. member for Edmonton (Mr. Oliver) that the object ought to be confined to the limits of the present law, that is, that it should be for the purposes of record and nothing else, and all other powers should be granted by other legislation, as they are inconsistent with the object of this Act. My hon. friend knows the great importance of the records kept by these associations, and if they confine their activity to the keeping of these records that is a very laudable Act, but if they are allowed to go into commercial enterprises they may become involved in difficulties that will defeat the purposes of the association.

Mr. BURRELL. My right hon. friend would not confine the objects of our associations to the keeping of the records?

Sir WILFRID LAURIER. Yes.

Mr. BURRELL. It is for furthering the interest of the breed as well.

Sir WILFRID LAURIER. That is another matter altogether.

Mr. BURRELL. Although it may be true that under the old Bill the associations were restricted to that, my understanding is that the various associations endeavour to push the interests of the breed in addition to keeping the record and carry on a general business in connection with advancing the interest of that breed as each association does under the live stock association. I do not see any particular harm in that section as long as it is confined to the carrying on of the legitimate business of that association.

Mr. OLIVER. The effect of the section, as I understand it, is to change the purpose of the Bill from the formation of a live stock record association to the formation of a live stock record and improvement association. Mr. BURRELL. Although it may be called a live stock record association it has been carrying on business along any lines that would advance the interests of that association just as under the National Live Stock Association; while it may appear to be limited to the keeping of records, we find in the constitution of the associations that it is more elastic and as long as it is restricted to the particular objects of the association, I cannot see that any great harm is being done.

Mr. OLIVER. Under the old Act the associations did not have legal authority to incur liabilities. We are now proposing to give them that authority, and that would be the great difference between the two conditions.

Mr. GRAHAM. This association has no assets whatever. It is given power to incur unlimited liabilities without having any assets. In fact it is provided that it is not to have any assets of any consequence, only such assets as can be produced or shall result from the membership fee. Take section 15 which reads as follows:--

The liability of a member of an association shall be limited to the amount due for his membership and registration fees-----

Now under the Banking Act there is a double liability. Here this association is given power to enter largely into banking transactions; they have the right to incur a liability the limit of which is not men-tioned, and yet their assets are absolutely confined to whatever may be the small membership or registration fee. I think it would be a big mistake to give any com-bination of men that power. There is no protection at all for the man who might take the note of this association, or of any incorporated association, the members of which are expressly relieved from any lia-bility except their small membership fee whatever that may be. Now there is one other point which strikes me, that in Ontario the various associations are of a provincial rather than of a federal character, and I call my hon. friend's attention to the fact that with all this machinery, if he goes beyond the power of registration he is liable to get tangled up with the working out of the object of these various asprovincial jurisdiction. But the greatest objection I would have to that clause is the one I have stated: You allow a combination of men to incur any amount of liability, and you protect them from having any assets so far as they are concerned. Consequently it is unfair to the party with whom the liability may be incurred.

Mr. AIKINS. I take quite a different view to the hon. gentleman who has just spoken. The purpose of these associa-

tions is suggested in section 5 of the Bill. It is:

To form an association for the purpose of keeping a record of pure-bred domestic animals of distinct breed, or several records, each of a distinct breed of the same species of animals, may approve of the application and grant the certificates hereinafter mentioned.

That means a large amount of work. It means not only that the association will have a head office but it will have perhaps several branches in the different parts of the Dominion, and it will be necessary for them to employ no doubt secretaries, or managers, and agents in these places. Then the question will naturally arise how they will pay for all this expenditure. If you will look at section 11, subsection C, you will find that the constitution, by-laws or rules required under this Act shall provide for:

The administration, resignation, suspension and expulsion of members, ordinary or life, and the annual fee to be paid by ordinary members and the fee, if any, to be paid by life members.

How many members will these associations have? Probably thousands in the country. I do not know how many there may be, perhaps 10 per cent of the farmers who desire to go into pure stock-raising who will become members of these associations. The annual income of the associations will likely be a very considerable one. They may not be able to finance immediately on the annual fee, it may be necessary in the interim that they should have the opportunity of financing as other organizations do, by their discount of notes. A man, instead of paying his annual fee, may wish to give his note for it, payable some time hence. It surely is only reasonable that these associations should be given the same commercial privilege that ordinary exhibitions are given in our country, and have the opportunity of raising funds or raising the immediate cash by the discount of notes and by promissory notes. It seems to me that the provision mentioned here is only an ordinary incidental commercial privilege that is given to almost every association for similar purposes.

Mr. OLIVER. Might I point out the possibility that lies in this proposal to give commercial privileges to the stock record association. By placing the fee high enough it will be possible for the association to absolutely debar from the privilege of registration any person who may be the possessor of a thoroughbred animal, but not enough thoroughbred animals to warrant him paying that high fee. Now the whole original purpose of the legislation is that nothing shall debar the man who has a thoroughbred animal from getting that animal registered in the Dominion Therefore if the association stock book. has no enterprise of any kind on hand except the mere work of registration, there is no reason for putting the fee high and every man who owns stock of that particular breed will then have the privilege of registering. But if the association is to be allowed to embark on what you may call commercial speculation, thereby furnish. ing an excuse for making the fee high instead of low, then the man with the small number of stock of that description will be debarred from registration and, as a matter of fact, instead of the organization being of nation-wide value, it will be turned into a close corporation for the benefit of those who are most largely interested in the breeding of that particular kind of stock, and a man having only a small number will not be able to come in. Now that is entirely opposed to the intent of the stock registration, or the arrangement for the recording of thoroughbred stock, and it is because it will be to the injury of the general public in the registration of thoroughbred stock, if the commercial element is introduced into the Act, that it is practically objectionable from my point of view.

Mr. EMMERSON. The question is, is there precedent for legislation of this kind? If the hon, gentleman will go through the statutes of the several provinces in connection with the incorporation of agricultural societies they will find there that the same methods of incorporation are followed—that is to say application to the proper department and the granting of incorporation—but you will not find in any general Act any power similar to the powers that are proposed to be granted in this Act. I think the powers proposed to be granted in clause (b) section 16 are without precedent with respect to agricultural societies and similar organizations throughout the Dominion, that does seem to me unusual, and I cannot see the purpose of it. I cannot see that the objects to be obtained are to be advanced in any way and it may be fraught with very disastrous consequences with respect to the associations themselves.

Mr. AIKINS. It seems to me that the suggestion of the Minister of Agriculture is quite a proper one, that is to add to subsection (b) in section 16 the same limitation as is added to subsection (a). The latter subsection provides that an association may acquire, hold and dispose of any real or personal property necessary for the carrying out of the objects of the-association. If the same limitation were put on subsection (b), it could not be objectionable; there is then no opportunity of going

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into commercial speculation if the association can only buy real estate for the purposes of the organization. In the same way to subsection (b) 'draw, make, accept, endorse, discount, create and issue promissory notes and bills of exchange and other negotiable instruments add the words necessary for the carrying out of the objects of the association'--that, it seems to me, would be a perfectly safe limitation.

Mr. ROBB. The minister might take the committee into his confidence and tell us what has led up to this clause being placed in the new Act. These associations are not new in the country, we have a number of them operating throughout Canada, different live stock associations, the Clydesdales and Percherons in horses, the Ayrshires in cattle, and other breeds of cattle. They each have their secretary, they pay that secretary a salary, and the duties of the secretary are to promote the objects of the association, and advertise the associa-tion he represents. Each of the associa-tions give prizes of considerable value at the different exhibitions throughout the country, and the prize is generally in proportion to the size of the exhibition. They get their revenues, first, from the membership, then from the registration fees, and apparently they have all the revenues now they require under the old Act. It seems to me the minister should take the committee into his confidence and tell us just what has led up to this new clause being asked for. I am not sure that the breeders have asked for it. I know in the section of the country I have the honour to represent there is a very large amount of live stock, and I never heard of the breeders being short of money, indeed they always seem to have more money than they require.

Mr. BURRELL. I do not know that I can tell my hon. friend any more than what the Bill says. I still think that if the amendment I have suggested were put into subsection (b) restricting the accepting or endorsing of notes to carrying out the objects of the association that would meet all objections; and since the constitution of each association clearly defines the objects, it seems to me there are safeguards enough. The associations themselves have discussed this for a long time with the Live Stock Commissioner, they have thought over this Bill carefully and they think it is in the interests of all the associations. Certainly, without professing to know every detail of it, I cannot see that there is any such danger as is suggested.

Mr. PUGSLEY. I would ask my right hon. friend the leader of the government if, under clause (b), it would not be possible for this company to issue notes payable to bearer, and intended to circulate as money, and to be to all intents and purposes bankers. In the Grain Company's Act passed last session, because it was intended that that company could buy and sell grain and other merchandise, parliament put in a section purposely to prevent them issuing notes payable to bearer. I would ask my right hon. friend if the words of this section are not broad enough to allow this company to issue notes payable to bearer, and even intended to circulate as money.

Mr. BORDEN. So far as I recollect provisions of this character in other Bills, they are the same as are here set forth. Certainly I would not suppose that these would justify the association carrying on the business of banking.

Mr. PUGSLEY. Why not?

Mr. BORDEN. Simply because it does not say so.

Mr. PUGSLEY. Yes, it does. Take any trust company, they could come to this parliament and get powers under a section containing these words, and that trust company could issue notes and draw, make, accept, endorse and discount. which means discounting commercial paper for others, and execute and issue promissory notes, bills of exchange and other negotiable instruments. Now is there, to use an expression I have heard in this parliament, an Ethiopian in the wood pile?

Mr. BORDEN. If there is, it must be among some of the most important gentlemen in this country, including a great many friends of my hon. friend.

Mr. PUGSLEY. It must be borne in mind that to make this species of as-sociation really of advantage to the peo-ple, the fee must be small so as to give everybody who is engaged in the raising of stock an opportunity to become a member of the association and to have his breed registered. Therefore, having changed the fee if you allow the association to incur liabilities they may have to increase the fee and so defeat the object these associations have in view. Then again the association may be incorporated when there are five members, that is all that is required. It does seem to me that as the object of the association is simply to register live stock, and to encourage the giving of prizes for the particular breed in which its members may be in-terested, there is no justification for giv-ing to them the power of issuing nego-tiable paper such as is contained in paragraph (b). But we are asked to give the extraordinary powers contained in this clause. There ought to be some reason given for it, some reason shown for the

change, that there has been some inconvenience in working out the existing statute. There has been no such explanation given to the House, but we are simply asked to give to these associations power to carry on, if they please to do so, the business of discounting and selling paper, issuing paper payable to bearer, paper that is negotiable, entirely contrary to the objects of the association, and without any explanation from the minister as to the reasons which have led up to this contemplated change in the law.

Mr. AIKINS. Let me call attention to the provisions of the Company's Act. Section 69 says:

Nothing in this section contained shall limit or restrict the borrowing of money by the company on bills of exchange, promissory notes, made, drawn, accepted or endorsed by or on behalf of the company.

But although those provisions are in the ordinary company's charters, they do not necessarily make them a banking company.

Mr. BORDEN. I move that subsection (b) be amended to read as follows:

Draw, make, accept, endorse and execute promissory notes, bills of exchange and other negotiable instruments necessary for carrying out the objects of the association.

Mr. McKENZIE. The amendment which the right hon. gentleman proposes, is not as effective as it might otherwise be, if we knew exactly what these associations were. If the Prime Minister will look at subsection (b) of section 11, which refers to the by-law, he 'will see that the bylaw may be spread far beyond what is contemplated If subsection (b) of section 11 were removed, then his amendment would be a fair safeguard.

Mr. BORDEN. The proposition of the Bill is, that the first object shall be to keep a record, and any other objects must be approved by the Governor in Council.

Mr. McKENZIE. The objects of the Bill are given in section 5. But subsection (b) of section 11 goes far beyond that, because it says that the by-law shall define what the purposes of the Ac't shall be. They may be anything at all.

Mr. BORDEN. I think it is sufficiently safeguarded as it is.

Mr. PUGSLEY. It seems to me that there is a vast distinction between a company incorporated under the Companies Act, and a company incorporated under this Act. Under the Companies Act the capital stock has to be stated in the letters patent, and every man dealing with the company knows what the capital stock is. Every shareholder who subscribes to the capital stock, which in no case must be less than \$100, is liable for the amount of his subscribed stock. In this particular case there is no capital stock and it is expressly declared that the liability of the members shall not be an individual liability, but shall correspond to the obligation which the association may incur, and the 'liability is 'limited 'to the actual annual fee of the shareholder. Then, further, in the very section which my hon. friend has read, 'there is no express power given to the company, but section 69 of the Companies Act provides that:

Nothing in this section contained shall limit or restrict the borrowing of money by the company on bills of exchange or promissory notes made, drawn, accepted or endorsed by or on behalf of the company.

There you have a provision that section 69 shall not limit the power of a company to borrow money on bills of exchange or promissory notes. But how different is it with regard to these associations? This Bill gives the association express affirmative power to:

Draw, make, accept, endorse, discount, execute and issue promissory notes and bills of exchange----

It does not even stop there.

-and other negotiable instruments.

That would include all kinds of negotiable instruments; it would include notes payable to bearer, and it would enable them to do a banking business. They could issue commercial paper and notes payable to bearer. It goes beyond what the Com-panies Act contemplates, notwithstanding that this is a style of company like a fishermen's association, an agricultural society, or an exhibition association. They are all classes of companies which are not intended to, and which it is not desirable that they should, do a commercial busi-As my hon. friend from Edmonton ness. (Mr. Oliver) says, to give them these powers, is to defeat the primary object of 'the incorporation. It would be far better to limit them to the work which they are incorporated to do, rather than to give them power 'to have their own paper discounted, to discount the paper of other people, to issue notes and to carry on a commercial business entirely foreign to the purposes for which they are incorporated. My right hom. friend the leader of the government proposes to amend this, by limiting the power to issue all these different kinds of paper, bills of exchange, notes payable to bearer, cheques and the like, to the bu-Mr. PUGSLEY

siness of the association. That improves it, but I do not think we should pass this Bill until we have been informed what difficulty has arisen in the working of these associations under the present law, and whether we are called upon to make so important a change in the statute.

Mr. GRAHAM. Is there any chance at all that the larger breeders of stock are, in a measure, following the lead of the larger trusts, and, instead of making it easier for the small breeder to do business, are trying to get the statute in such shape that it will make it a litle harder for the small breeder? l'hroughout Ontario there are some most successful stock-breeders and some magnificent samples of horses, cattle, hogs, etc., as is indicated by the success which our exhibi-tors have achieved at Chicago and elsewhere. But there are also a large number of men with smaller capital who are breeding live stock on a more limited scale, and through whom the country is getting its herds greatly improved. Not many miles from Ottawa there are quite a number of these small stock-breeders.

Mr. BURRELL. Does my hon. friend think these gentlemen are opposed to this Bill?

Mr. GRAHAM. I do not know; we are trying to find out if there is any general demand for all this. Take the question of the fee, and I do not know but what that fee will be of greater interest to the smaller breeder than to the larger one. It makes very little difference with the large breeder whether it is \$1 or \$50, but it does make a great deal of difference to the smaller breeder who is just as much interested in having his stock recognized and recorded as is the larger breeder. Then we come back to the question of the fee again. Should this association, under its Act, in-cur a larger liability for some purpose, very laudable it may be, and it is found that the objects which it had in view have not materialized, that the anticipations were not realized, and its note has been given, who is to pay that note? The fee is small, say, at the present time and the small stock breeders in the constituencies of a good many gentlemen here belong to that association by paying this small fee. The only possible method by which the association can get money to pay off its liability is by the raising of this fee, because no man is asked to pay more than the fee. Let the association raise the fee and the result is that the small breeder will be squeezed out of the association because he cannot afford to pay it. Consequently, the very man we should protect is the very man who, under this additional clause, will be deprived of the benefits he ought to have. While I agree that the minister

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ought to work in harmony with these different associations throughout Canada, and there are a large number of them working under the provincial jurisdiction and oversight, he ought to think carefully before he even makes it possible for these smaller breeders to be injured in that way. The tendency at the present time is towards combination in everything, and as a result the small operator gets squeezed out in time by nearly all these large corporations. I hope the minister will be careful that he does not sanction legislation that will have the same effect upon the small stockbreeder.

Mr. BORDEN. The fee is subject to the approval of the Governor in Council.

Mr. OLIVER. The purpose of the Act is set out definitely in section 5, but subsection (b) of section 11 says that the objects are to be such as may be fixed by the association. Should not this subsection be stricken out and then the amendment of the Prime Minister to subsection '(b) of section 16 would be within more definite limitations.

Mr. ROBB. Has the Prime Minister considered the effect of section 15? Should we not, in justice to the public, provide that whoever loans money should be safeguarded?

Mr. AIKINS. We must consider that the people of the country will act reasonably. In the first place, we must suppose that those who advance money on these notes will inquire into the solvency of the association, and if they do not deem the credit of the association good they would be foolish to advance the money. We can leave to the judgment of reasonable men how they will deal with these matters.

Mr. GRAHAM. A large part of our law is designed to protect people against themselves.

Section agreed to on division.

On section 17,

Mr. PUGSLEY. Having regard to section 16 we ought to add a section such as was added in the Grain Growers' Association Act last session, after discussion, with regard to the powers of the company, and which reads:--

Nothing in this Act shall be deemed to authorize the company to issue any notes payable to the bearer thereof or any promissory note intended to be circulated as money or as a note of a bank, or to engage in the business of banking.

Mr. BORDEN. I will consider that amendment, and meanwhile we can pass on to another section. On section 20,

Mr. PUGSLEY. This Bill certainly shows evidence that the draftsman has been walking in paths hitherto untrodden. It is proposed here to change the criminal law, and it is provided that offences under this Act shall be deemed to have been committed not in the place where they were actually committed, but wherever the man happens to be. Why is it necessary to make this departure from the criminal law?

Mr. SMITH (South Ontario). The great difficulty is in following the man up.

Mr. PUGSLEY. That difficulty may arise in connection with all offences.

Mr. SHARPE (North Ontario). It is impossible to tell sometimes where the offence has been committed; it is not an overt act, you cannot see it committed.

Mr. PUGSLEY. If this law goes into effect a man who commits an offence in Ontario can be tried for it in the Yukon.

Mr. SMITH (South. Ontariio). Yes, if he is found there.

Mr. PUGSLEY. That is a clear departure from the principle of the criminal law. Why should not the ordinary principles of the criminal law apply to offences under this Act the same as to others? Under the criminal law, if the man is outside of the place where the offence has been committed, a warrant is issued, backed by the magistrate of the district where the accused happens to be, and the man is arrested and brought for trial to the county or the place where the offence has been committed.

Mr. SHARPE (North Ontario). Where would the venue be laid, if a man committed the offence of false registration or of filing a false certificate?

Mr. PUGSLEY. I would think that the offence would be committed when the delivery took place from the post office.

Mr. SHARPE (North Ontario). How could you prove where it was committed? Suppose it was mailed on the train?

Mr. PUGSLEY. Lay the venue at the place where the letter was delivered from the post office. That is the consummation of the offence.

Mr. AIKINS. The offender might live a thousand miles away from that. Would it not be better to lay the information where the man lives?

Mr. SMITH. This might not occur once in ten years, but it gives us the advantage when it does occur. On section 23—cancellation of corporate powers,

Mr. GRAHAM. Let us look at this clause. Here is this association doing business, its notes circulating to the amount of \$2,000 or \$3,000. It has no assets, but fees. The fees have not been paid. The officers are not liable. They have not met for twelve months. They go out of business—who pays their debts?

Mr. SHARPE (North Ontario). The regulations for the winding up will provide for the payment of the debts.

Mr. GRAHAM. Regulations will not make cash, and no regulation which the government may pass will make John Brown pay one cent of liability.

Mr. BORDEN. It seems to me that our hon. friends opposite are taking a very curious view of this Bill. No legislation of this parliament will prevent a corporation, commercial or otherwise, from becoming bankrupt if it is not properly managed.

Sir WILFRID LAURIER. That is not the point. You are taking power to wind up a company, which presupposes that the company has some assets; but here you give power to a company to contract debts which has not a dollar of assets.

Mr. BORDEN. Where is the provision that it shall have no assets?

Sir WILFRID LAURIER. It only says that it has members' fees and registration fees. These fees are very small, and simply provide for the administration. But you give power to this company to go into debt without any assets.

Mr. BORDEN. Why is my right hon. friend so prone to believe that this company more than any commercial company, will incur liabilities in excess of its assets? If it has small assets, I suppose it will see to it that its liabilities are correspondingly small, if it is well managed; and is there any reason to believe that the people conducting an association of this kind will have any less common sense or honesty than those conducting ordinary commercial business throughout the country?

Sir WILFRID LAURIER. No, but if honesty and common sense are sufficient assets for any company to carry on business with, we may do away with the Company's Act or any other law and rely on honesty and common sense. But it has been found by experience that we must do more—we must provide for the liabilities of a corporation if it becomes bankrupt.

Mr. BORDEN. I do not know how you tion. I venture to say that under such could do that. Suppose that you legislate a constitution as will be approved by the Mr. SMITH.

that no bank in Canada shall become bankrupt?

Mr. GRAHAM. It would have assets of some kind.

Mr. BORDEN. It might have assets amounting to one-hundredth part of its liabilities. So might these associations if dishonestly conducted; but how can you prevent that by legislation?

Sir WILFRID LAURIER. You can provide by legislation that any corporation which is authorized to contract debts must have some capital. This is the first instance that I know of in which a corporation has been allowed to incur liabilities without any assets whatever. It is not sound legislation, and we come back to this, that clause 15 should not be in the Bill at all. It is not germane to the Act. It is a new feature, added to the old law, for which no justification has been given.

Mr. BORDEN. I do not agree with that. An association of this kind might do very good work in improving stock. That must be done under bylaws which require the approval of the Governor in Council, and which in the first instance would be submitted to the Livestock Commissioner and the other experts of the Department of Agriculture in order to secure proper safeguards to prevent such results as those which are apprehended. There may be a great deal to be apprehended in connection with this measure if we start out with the assumption that the Minister of Agriculture, the Livestock Commissioner, and every man connected with the Department of Agriculture shall collude with every person forming a livestock association to swindle the public. That is the whole basis of the argument of hon. gentlemen opposite. There is no more reason to suppose that such an association will contract liabilities in excess of its assets or ability to pay than any bank or other corporation in the country. I canor what the reason is for believing that the people entering into a project of this kind for improving stock of this country shall make that an excuse for swindling

the public. It is on that theory that the whole argument has been based and reiterated. If there is not any apprehension of that kind, I do not understand the objection to this Bill. We have cut down that section so that they may not discount notes and we have confined section (b) to the issue of such paper as may be necessary, not expedient, but actually necessary for the carrying out of the objects of the association. I venture to say that under such a constitution as will be approved by the Live Stock Commissioner, who is, I believe, a very capable man, it will be quite as difficult and impracticable for an association of this kind to carry on any scheme of swindling the public as it is for any of the commercial corporations that are incorporated every session of this parliament.

Sir WILFRID LAURIER. Nobody has suggested that there has been any swindling operation. What has been stated is that this section now introduced is 8 new feature not found in any similar Act and that it is no part of the object for which these incorporations are sought; that object is simply to have a record of the breed of anima'ls which any person wants to keep. The purer you keep the record, the more value you give 'to the animal and the less complication there is in the keeping of these records the better for the reputation of the stock. That is why we are objecting. There is no necessity of supposing collusion, but simply from the fact that these associations have existed since confederation, and this is the first time there has been such a departure, we wish for an explanation. What is more, my hon. friend the Minister of Agriculture, has introduced this Bill without a word of explanation of why or at whose request this new feature was put in.

Mr. BURRELL. I am afraid I must contradict my right hon. friend. I was asked for an explanation, and specifically stated that the only new and important feature in the Bill were the precise features to which my hon. friend has alluded, and I said that one was to give these people power to expend the funds of their association in furthering the objects of the associations.

Sir WILFRID LAURIER. Yes, but I have heard nothing about why they were to be given power  $t_0$  borrow money.

Mr. EMMERSON. I think the Prime Minister is unfair in showing the heat he does in respect to criticism of this Bill. I do not think he does himself or those who have criticised the Bill justice. The objection I have to the Bill is the possible clash which I have explained between section 4 and section 11. I think we should have more clearly defined what the objects of the association are.

Mr. SMITH (South Ontario). By the clause under discussion,

If an association ceases for twelve consecutive months to do business as required by its constitution, by-laws and rules, or if the minister is satisfied, after an inquiry at which

the association was given due notice to appear, that the business of the association is not being properly conducted, the minister may declare the corporate powers of the association at an end, and the affairs of the association shall be wound up in accordance with such regulations as the Governor in Council may make in that behalf.

Subsection (c) of section 16 deals with that, but goes further and says they can use the funds of the association for any purpose calculated to benefit 'the particular breed or species of animals mentioned in the application, including grants to exhibitions.

Suppose an association does not do this. Within twelve months the minister can take it under his consideration by giving due notice and that is what he should be in a position to do.

Mr. PUGSLEY. I think my right hon. friend ought not to suggest that because we criticise this Bill we suppose that the members of the association are going to be swindlers. There is nothing of that kind. What we are seeking to do is to have the ordinary and reasonable safe-guards put in the Bill. We know that in the case of trading companies which have a capital stock, which are allowed to borrow money on their paper, they are all subject to the Winding-up Act. A com-pany incorporated under this Act is not intended to be subject to the Winding-up Act and that is one reason why I should be very careful about giving that power to engage in speculation or commercial business. Section 23 provides how these associations are to be wound up. I say that section is entirely ineffective. This expressly takes them out of the Winding-up Act and provides that they may be wound up under regulations made by the Governor General in Council. The moment the minister declares that the corporate powers of the association are at an end, it ceases to exist as a company and then the affairs of the association are to be wound up in accordance with such regulations as the Governor in Council may make in that behalf. How is the Governor in Council going to collect debts? There is no provision here as to who is to bring actions against people who may owe the association anything after the minister makes the order under which the corporate powers of the association cease. It appears to be a very difficult section to work out. I would suggest to the minister that as we are providing that these associations may borrow money they should be brought under the provisions of the Winding-up Act. If we are going to leave section 16 in the Bill, as the government seem de-termined it shall be left, then, under section 23, it should be provided that if the

company ceases to do business it should be wound up under the provisions of the Winding-up Act. Then you will be able to get at the assets and wird up the company in the ordinary and proper manner.

Mr. AIKINS. It seems to me that would be a most cumbersome way of doing it. A very simple way is suggested here, and there is no reason for assuming that the Governor in Council will not make suitable provision for the purpose of winding up the company, and thus avoid recourse to the extraordinary expense of proceeding under the Winding Up Act.

Mr. PUGSLEY. Does the hon. member suggest that if the minister has done the act which brings the association to an end and puts it out of existence, the Governor in Council then could name some person who could sue in the name of the company and recover from debtors?

Mr. AIKINS. The wording is rather express as to that: 'And the affairs of the association shall be wound up in accordance with such regulations.'

Mr. PUGSLEY. The affairs of the association shall be wound up, but how do you sue?

Mr. AIKINS. They could easily proceed in that way because the Governor in Council will declare who is the person to sue.

Mr. SMITH (South Ontario). Does the hon. gentleman want to strike out that clause?

Mr. MORPHY. The hon. member for St. John might look closer at the wording of that section. It does not say that the association, but that the corporate powers of the association, are at an end. That is that the association, acting as such, can no longer go on and do business as a corporation. But the section immediately afterwards declares, as nearly every part-nership agreement declares that if such a thing happens the affairs of the in-corporated company shall be wound up. That is quite clear to any one, and I am rather astonished at the argument of the hon. member for St. John (Mr. Pugsley). The clause is very explicit at the end that the winding up shall be done under such regulations as the Governor in Council may make in that behalf. Could not the Governor in Council make a regulation that that association could be wound up under the Winding Up Act?

Mr. PUGSLEY. No, I do not think that could be done.

Mr. MORPHY. The hon. gentleman does not know, and I thought he did not know.

Mr. PUGSLEY. I said I did not think it could be done.

Mr. PUGSLEY.

Mr. MORPHY. Now let me refer for a moment to a statement of the ex-Prime Minister who seems to have grasped the situation more clearly than any member on the other side has done. He said to-night that all the association will have to do will be to provide for the administration of its affairs under the Act. It is no large association which will handle millions of money, it is an association which will have such funds as come in to supply record offices and the necessary staff, with a payment of money to conduct the record business of the associ-ation. That money comes from the fees that this association will collect from members, and the money that is paid in for registration. This association, as I conceive it, will work from year to year on the capi-tal that comes in from these sources. Consequently the finances of the company are just dependent on how the association progresses. If it is a success it will have certainly enough fees to pay its way, and if it is prudently conducted it may have a little more left over, and it will grow, as I hope it will, to be of great national importance because it seems to me to be one dealing with a subject that is so. I regret that difficulties have been presented by some hon. gentlemen. I feel the importance of the subject ought to warrant fair consideration and not a presentation of narrow views. As to section 5 and subsection (b) of section 11,-I am speaking from memory—they do appear to conflict but in reality they do not. The objects of the Act are very plainly set out in section 5 which gives the general idea of what the association is to be incorporated for. Now hon. gentlemen know that when that association sits down to do business, the first thing they will have to do will be to make regulations and by-laws for the governing in detail of the acts that have to be performed by the different officers, and to get the public interested in what the objects of the association are, and they will probably have to be set out in more detail than they are set out here, but still rallying round the objects of the Act as in section 5, and be approved by the minister. I sub-mit to the judgment of the committee that no hon. gentleman knows of any association but what follows along those lines, no association acting in the best interests of the purposes it is incorporated to serve. To my mind the association we are dealing with to-night covers one of the greatest interests we have in this country, and I think it should be facilitated by hon. gentlemen opposite in every possible way. I think myself the criticism is fair, but we should approach the consideration of this Bill in an even fairer spirit than has been. manifested to-night.

Mr. GRAHAM. I would not want any person to imagine that we are trying to cast any reflection on any hon. gentleman in this House or out of it in connection with this matter, but it is well known to myself that there are a lot—I should not say a lot, but a number of the smaller breeders who are just a little afraid of this legislation.

Mr. SMITH (South Ontario) No, I think not.

Mr. GRAHAM. Allow me to express what I know to be true.

Mr. SMITH (South Ontario). Excuse me, but I know better.

Mr. GRAHAM. The hon. gentleman does not know better, because if I were to show him my correspondence he would revise his opinion.

Mr. MORPHY. The hon. gentleman's real attitude is opposed to the measure.

Mr. GRAHAM. My hon. friend must not endeavour to give his opinion and my own as well.

Mr. MORPHY. That is an interrogation. I will put it in that way.

Mr. GRAHAM. Not at all, but I feel it my duty as a member of this House to endeavour if I can to safeguard the interests of the smaller as well as the larger breeder. Every clause in this Act does fully protect the larger breeder because it makes no difference to him if they assess him at \$1 or \$50 in order to carry on the association. But when the first attempt was made for the formation of an association to create what we might call a national record, I happened to be in the legislature of this province, and I know the discussion that took place among members quietly. Some of them approached the matter with a little hesitation, they did not know just what it was going to be, but finally it was worked out pretty well and they all approved of some standard of registration, and it has turned out to be a splendid thing. Now some of the smaller breeders, notwithstanding what some hon. gentleman says, fear that in the larger association, in the working out of matters, they may not have an equal standing, on account of the comparative smallness of their industry, with those that are interested more largely and who will practically control and conduct the affairs of the organization.

Mr. THORNTON. Can the hon. gentleman name a small breeder who is afraid of this legislation?

Mr. GRAHAM. My hon. friend knows that is not the way to treat private correspondence and I do not propose to do so.

I know that hon. gentlemen of any experience would not question my statement when I say that I know some of the smaller breeders are just a little timid as to how this legislation is going to work out, and what I am trying to do honestly is to bring out all the facts, and so far as I can, make the Act workable so that the smaller breeder will have an equal advantage with the larger and in no way be squeezed out on account of the larger fee that may have to be raised to meet the indebtedness.

Mr. SMITH (South Ontario). Are you not mixing up the weaker associations with the smaller breeders?

Mr. GRAHAM. No, I am not. I am voicing so far as I can a few of the fears of some of the smaller breeders. The fears may not all be substantial, they may not be well founded, but I want to make myself clear and put myself right. I do not want to lie under the imputation of intimating that anybody will not conduct the affairs of the association honestly; what I am trying to get at as well as I can is, that every man, supposing he has only one animal that has to be registered, will have as perfect a right to have that animal registered without any difficulty, as if he owned forty animals. I think our legislation ought to be to protect all these smaller breeders just as well as the larger ones.

Mr. THORNTON. What is there in the Act to prevent the smaller breeder having an animal registered?

Mr. GRAHAM. I have pointed out on another section that it would be possible for the fee to be so placed, on account of another clause which permits a large undertaking, that the smaller breeder would be unable to be a member of the association at all.

Mr. CURRIE. In the largest record association in the world, the American Jockey Club, the fee is \$2. There is no organization whatever, so far as I know of, except a book, and there has never been any complaint made that one man who has only one horse cannot register his horse as well as a man who has a stable worth half a million. There is a great deal of the sporting spirit in these things, and I think the fears expressed here are ungrounded.

Mr. ROBB. My hon. friend who has quoted section 5 must remember that that section must be read in connection with section 10. There is a limitation of the number of associations for each distinct breed.

Mr. BORDEN. I would ask the committee to return to section 16. My hon. friend from St. John (Mr. Pugsley) made a suggestion with regard to it. While I do not think there is much ground for the apprehension which he expressed, still, in order to make it perfectly clear, I move that subsection (b) of section 16 be amended by adding the following proviso:

Provided that nothing herein contained shall authorize an association to issue any note payable to the bearer thereof, or intended to be circulated as money, or to engage in the business of banking.

Amendment agreed to.

Mr. OLIVER. Before the preamble is adopted, I would again ask the minister to consent to strike out subsection (c) of section 11, the provision being practically covered by section 5.

Mr. BURRELL. I would not like to see that cut out. I cannot see any of the dangers pointed out, especially the danger pointed out by the hon. member for Renfrew (Mr. Graham), when he says that he is afraid a small breeder will be crowded out of the business because he will be charged a larger fee. I would direct his attention to the fact that the minister has to approve of the constitution of each association, and as that constitution fixes the fee, the minister has power to settle the size of the fee and to prevent the smaller breeders being discriminated against.

Mr. McKENZIE. The Minister of Agriculture is discarding the old winding up Act. The hon. member for Brandon (Mr. Aikins) tells us that the machinery for winding up a company is a very complicated and expensive affair. My own experience is quite to the contrary. If there is a simpler machinery with which the minister is familiar, I would like to know what it is. The machinery provided by the Winding Up Act is well thought out, and has received a judicial interpretation, the road is well beaten. Now we are starting on a new method of winding up corporations. I can assure the Minister of Agriculture that he will find it is not such a simple process as he may think it is. It would be better to stand by the old method.

Mr. BORDEN. If the Winding Up Act is as simple as the hon. gentleman suggests. then the Governor in Council may provide that the corporation shall be wound up under the Winding Up Act.

Bill reported.

### DRY DOCKS SUBSIDIES.

Mr. MONK moved that the House go into Committee of the Whole to consider the following proposed resolution:

Resolved, that it is expedient to amend the Dry Docks Subsidies Act, 1910, and to provide (a) for the construction of dry docks for

Mr. BORDEN.

naval and general purposes, costing for the purposes of subsidy calculations not more than \$5,500,000, being dry docks other than floating dry docks of dimensions to be prescribed in a Bill to be based upon this resolution; (b) that the subsidy payable in respect of such dry docks shall be a sum not exceeding three and one half per cent of the cost of the work as fixed and determined under the provisions of the Dry Docks Subsidies Act, 1910.

Mr. EMMERSON. Before you leave the Chair, I would ask the Minister of Public Works (Mr. Monk) if the contract for the St. John work has been signed to-day, and if so, will he lay a copy of the contract on the table?

Mr. MONK. The contract has been signed by the contractor, it has not been signed by the minister, but will be to-morrow. A copy will be laid on the table.

Motion agreed to, and House went into committee on the resolution.

Mr. MONK. I believe the House is already conversant with the object of this resolution, and the slight change in legislation which is contemplated. The object of the legislation is to give the necessary extension to the Dry Dock Subsidies Act, 1910.

In view of the increased size of oceangoing steamers it is necessary to provide for dry docks of larger dimensions than those which were contemplated at the time that the dry dock subsidy Act of 1910 was passed. These large dry docks at our ocean ports, if constructed under the arrangement as provided in this resolution, will enable us to dock the largest vessels and also to pro-vide accommodation for any vessel of the British navy requiring repairs. It will enable us to continue the commendable efforts we have been making towards obtaining a reduction in the rates which the underwriters have fixed for marine insurance. I may say to the House that there is no specific case whatever in contemplation with regard to this proposed change in the law but that the object is to meet the requirements of the future. In connection with this perhaps the committee will allow me to read a despatch from London published in our newspapers on March 11 instant. This despatch shows exactly what the state of public opinion is in regard to the construction of dry docks at the present time and what is necessary to meet the requirements of the immediate future:

London, March 9.—The question of building vessels 1,000 feet long has been much discussed in shipping circles for some years past. Many naval architects are ready with plans, and it is not difficult to find shipbuilders who are anxious to undertake the work, but the drydock still remains an insuperable difficulty. The 'Titanic,' the sister ship to the 'Olympic,' 852 feet long, is now being fitted out at Belfast in the largest drydock in the world; but the Hamburg-American liner 'Impera-tor,' 880 feet, has been built in a German yard, while on the Clyde the Cunard liner 'Acquitania,' of 865 feet, is approaching com-pletion. Harland and Wolff have accepted a contract from the White Star line for a steamer slightly under 900 feet long.

These are the largest vessels in existence either in service or building, and will pro-bably retain that position for many years to come. It is said that if the 'Olympic' had not been in English waters when the recent mishap overtook her, no drydock sufficiently large would have been available, and it is difficult to see how she could have been repaired.

The great drydock at Belfast is 901 feet long and 96 feet wide, but the harbour commission-ers, according to the 'Pall Mall Gazette,' have instructed their engineer to prepare plans for its enlargement. The Clyde Trust has begun to construct a graving dock with a length of no less than 1,000 feet, but before deciding no less than 1,000 lest, but before deciding upon the width the opinion of the Admiralty is being obtained, as it is rumoured that war-ships will be 100 feet broad before many years have passed. The Trafalgar dock at South-ampton is being increased to a length of 1,000 for the south of 100 foot while to make Mersey a drydock is being constructed which will take in the biggest liners that have yet

been thought of. The United Kingdom possesses 12 docks of 800 feet long, but owing to their width six of these could not accommodate such vessels as the 'Lusitania' and the 'Mauritania'. It is rather an astounding fact that 35 of the big Atlantic liners which are calling regularly at New York could not be drydocked there.

The port of London authorities are about to undertake the most important scheme of dock construction which has ever been thought of with regard to the Thames, involving a total expenditure of upwards of \$70,000,000. The first extensions to be undertaken, at an estimated cost of \$29,000,000, include a drydock 800 feet long in which vessels of 35,000 tons, as large as the Lusitania' and the biggest battleships can be drydocked.

It is wonderful to hear that the Mersey, al-ready possessing 68 wet docks and basins and 2 graving docks, and with a total quayage of 36 miles, is preparing for further enlarge-ments. These concern more particularly de-velopments at the north end where a deep water approach will be supplied for steamers of 1100 fort the cost of the moviet being of 1,100 feet, the cost of the project being about \$15,000,000.

In view of this and of what we hear of the probability of steamers soon attaining a length of a thousand feet, it has been thought necessary to amend the provisions of the dry dock Act and to provide that in addition to the three classes of dry docks mentioned in section 7 of the dry docks subsidy Act of 1910 there shall be a provision for:

Drydocks of the first-class, for naval and general purposes, costing for the purposes of subsidy calculation not more than \$5,500,000 in the case of drydocks specified in sub-paragraph with the requisite depth of water over the

(a) hereunder, and not more than \$4,000,000 in the case of drydocks specified in sub-para-

(a) Drydocks, other than floating docks, of dimensions when completed not less than the principal dimensions next hereinafter men-tioned, that is to say, clear length on bottom from caisson groove to hollow (quoin) to head, 1,150 feet, clear width of entrance 110 feet, depth of water over sill, at high water or-dinary spring tides, 37 feet; and (b) floating dry docks, of a lifting capacity of at least 25,000 tons, in which vessels can with ease and cofftr he acceived and measured.

with ease and safety be received and repaired:

Provided, however, that such dry dock shall not, for the purposes of this Act, be deemed to be a drydock of the first-class unless there can be received and repaired therein with ease and safety the largest ships or vessels of the British navy existing at the time at which the contract is entered into.

It is a precautionary measure and, with regard to the St. Lawrence, we have hopes of obtaining a fair reduction in the underwriting rates based particularly upon the fact that we hope to be able to provide such a dry dock as will be found acceptable to Lloyd's. That is why it has been suggested to us by many people that we should in this way amend the dry dock Act in order to prepare for the eventualities of the future.

Mr. PUGSLEY. I am very much in favour of doing everything that can reasonably be done consistently with the financial resources of the country to assist in building dry docks at places where they are necessary. I had a great deal to do with the administration of the dry dock subsidies Act and, while I was minister, contracts were entered into for dry docks at Port Arthur, Sault Ste Marie, Vancouver, Esquimalt and Prince Rupert. Tend-ers were called for a dry dock at St. John in connection with the work of developing Courtenay Bay.

Mr. MONK. There were more than that; I have a complete list.

Mr. PUGSLEY. Yes, there was a second one at Collingwood. I do not think there were any others while I was minister. A proposition was submitted to me for the building of a dry dock at Quebec, which I thought, was a very important project because I felt that it was most desirable that there should be a dry dock of first class construction at that port. But the difficulty that confronted me was this: When the proposition was submitted accompanied by detailed plans and specifications, it showed the actual cost of the dry dock of the first class, and my hon. friend will find the papers in his department, to be \$3,300,-000. That would be a dock 900 feet in length, of a sufficient width to accomodate the largest battleship in the British navy and

sill. That included the cost of the site, the entire building of the dock, the establish-ment and equipment of a ship-repairing plant, interest during construction and every charge which could reasonably and properly be allowed under the dry dock subsidies Act.

Mr. PELLETIER. Who were the tenderers who made that proposition?

Mr. PUGSLEY. Sir Roberts Perks was acting for a company. I think it was the Dominion Dry Dock company and the esti-mated cost was \$3,300,000. The company asked that they be allowed the discount on their bonds and if that could be counted in as part of the cost, placing it at \$4,000,000. They applied to me for a subsidy of 3 1-2 per cent. on \$4,000,000. I had to inform them that I had no power\_to do so. Under the Dry Dock Subsidies Act, the amount of the subsidy must be fixed beforehand and it must be fixed upon the certificate of the chief engineer of the Public Works department based upon the actual estimated cost.

I am afraid there is a difficulty my hon. friend is going to meet if he asks parliament to change the law in this respect. It is not going to help out very much if you increase the amount of the subsidy to a percentage on the cost up to five and a half million dollars, because and a half million dollars, because the company can only get three and a half per cent upon the estimated cost of the dock. I am sincerely desirous of encouraging in every reasonable way the building of a dock of the first class at such places as it may be necessary, but I think the object will be better accomplished if the hon. gentleman were to raise the rate of interest. The subsidy of three and a half per cent does not begin until the dock is completed, and it only runs for thirty-five years. A dry dock is not an enticing proposition from a financial standpoint and it was represented to me that the promoters must float those bonds at a very heavy discount as the principal is not guaranteed, and so far the companies have not found it possible to finance the building of a dock. The cost of a dry dock at Quebec, even allowing interest during construction is only \$3,300,000 for a nine hundred foot dock, and if you make it one thousand feet that would only add about \$300,000 to the cost. You are not going to help it by allowing three and a half per cent on a cost of five and a half millions, because although you have au-thority to grant the subsidy of three and a half per cent on five and a half millions of cost you must have the actual cost found after careful examination by the engineers and certified to by the chief engineer. If you make your subsidy four or four and a half per cent a question of quantities, and as to the

Mr. PUGSLEY.

on the actual cost, then you will be likely to secure what I would like to see, namely, the construction of one or more first-class docks. I suggest this for the consideration of the minister because I want to see some result achieved.

Mr. PELLETIER. This Bill, of course, does not provide for the building of a drydock at any particular point, but I think every one will admit that the time has come when it is imperatively necessary that we should have a dry dock at Quebec. There are, between fifteen and twenty ships navigating the St. Lawrence river at the present time, which could not be repaired if a serious accident happened to them. This is a lamentable condition of affairs to which the country should give its immediate attention. My hon. friend (Mr. Pugsley) has spoken about the proposition made by Sir Robert Perks.

Mr. PUGSLEY. The Messrs. Allan were associated with that and also Sir Thomas Shaughnessy, president of the Canadian Pacific railway.

Mr. PELLETIER. The experience ot my hon. friend (Mr. Pugsley) has been that with the present subsidy Act it is not at all possible to get any one to build a dry dock at Quebec, and in the interests, not only of Quebec, but of the whole Dominion, it is absolutely necessary that there should be facilities for repairing large The resolution provides for ships there. a dock 1,150 feet in length, and it is none too much. If a dry dock 1,150 feet long were built, it would accommodate the largest ships, and it could be divided into three compartments which could be used for three ships of ordinary size. I agree that the building of a dry dock is not a very enticing financial proposition, be-cause at best, we do not want the dry dock charges to be too heavy on the shipping. I think my hon. friend (Mr. Pugsley) will agree with me, that the question of having a dry dock at Quebec will have to be attended to without a moment's delay. The shipping interests will be glad to hear that this question is now receiving the serious consideration of the government.

Mr. PUGSLEY. The additional cost of a dry dock 1,150 feet in length, would only be in proportion to the increased size.

Mr. PELLETIER. To increase it one hundred feet would cost more than the three hundred thousand dollars my hon. friend (Mr. Pugsley) has estimated.

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plant, you do not require much more expensive plant for an eleven hundred foot dry dock than you do for a nine hundred foot dry dock. No matter how liberal you may be in your estimates, you would not get the cost of an 1,150 foot dock over four million dollars. You had better make your rate of interest a little higher and then you would give substantial aid to the company which proposes to build the dry dock.

If you pass this law, you will be in the same position in a year that we were. We passed an Act in 1910 providing for a liberal subsidy of 3½ per cent up to a cost of \$4,-000,000. It did not bring the dock. If the interest had been at 4 per cent it would have brought it, because I could not allow any discount on the bonds which the com pany would issue. My opinion is that you will not accomplish by this measure what you hope for, because the principal being in no way guaranteed, the rate of interest is not sufficient to induce capital to come in.

Mr. BUREAU. Are we to understand from the remarks of the Postmaster General that this encouragement of dry-docks is going to be confined to the city of Quebec, or to some place in the neighbourhood of Quebec?

Mr. PELLETIER. I said it was for the whole country. There is no particular spot where a dry-dock ought to be built subject to the approval of the government.

Mr. MONK. We want one at Three Rivers.

Mr. BUREAU. I was going to suggest that Three Rivers was the best spot on the St. Lawrence river. If you have a wreck above Three Rivers you can float it down with the stream, and if you have one below Three Rivers, you can float it up with the tide. It is the only place on the St. Lawrence river where you can do that, and I would ask the hon. Minister of Public Works to take Three Rivers into his consideration when he comes to considering the question of dry-docks.

Mr. MONK. I am glad to see that there is unanimity in the committee as to the necessity of these dry-docks, and I took particular note of what the hon. member for St. John (Mr. Pugsley), said, because he has had for several years the administration of this Act, and, therefore, his experience is entitled to some weight. At the same time we cannot insist on the increased rate. Under my hon. friend's administration of the Act, the amendment of 1910 was an improvement on the legislation of 1908; but we have not at all reached 192

the point of perfection, and from all I have heard since I have been in charge of the department, I am convinced that next session it will be necessary further to amend this legislation and bring it up to a number of requirements that have been found necessary, and have been pointed out by men who have had perhaps larger experience than my hon. friend. As respects the rate, it is the opinion of many people, and I agree with that opinion, that we subsidize generously enough these en-terprises when we give them 31 per cent on the cost for a considerable period. It is the contention of many people that in reality we pay for the dock; but I do not think that is well founded. If we were to increase the rate of interest, we would bring down upon ourselves all the com-panies that have been subsidized. They would ask for an amendment to their subsidy, which would lead to a great deal of confusion.

Mr. PUGSLEY. My hon. friend will remember that I was proposing that he should not increase the amount, but leave it at \$4,000,000.

Mr. MONK. At the present moment it is possible to finance these enterprises by people of good credit who are able to carry them out, and who do not regard them as speculative transactions. It is only when these enterprises are based on mere speculation, and are not intended to be carried out that they are estopped by the rate of interest. Therefore, if the work can be done, as it has been done in most cases, with the 31 per cent, let us not make it higher. As my hon friend the Postmaster General has said, there is no special enterprise in contemplation. I believe that before long, in view of what is going on on the other side of the con-tinent, we shall be obliged to assist the building of dry docks on the Pacific coast of greater dimensions than those that we are accustomed to. We shall be obliged to make them a thousand feet after the completion of the Panama canal, and the large shipping that is going to come up the Pacific coast to British Columbia. In One of the Quebec there is urgent need. objections to the dry dock in Montreal has been that its length is not sufficient, being only 900 feet. That has been stated to me by many in Montreal. I think it will be necessary in future to examine more carefully the estimates on which the sub-sidy is based. In the case of the dry dock in Montreal, I think the estimate was very high. I have never heard of a floating dry dock that has cost the sum alleged to have been a fair estimate of the cost of that work—\$1,800,000, I believe.

that has cost anything like that amount. They are not supposed to exceed in cost \$1,000,000.

Mr. CURRIE. \$800,000 is about the cost.

Mr. MONK. However, that is a question of detail. My opinion is that it may be necessary for us not to increase the rate, because that will induce speculation, but to provide some guarantee that the dry dock will be built and will be operated after completion. It will also be necessary, I think, to control more effectively the estimate of the cost upon which the subsidy is based. In the case of the Montreal dry-dock we pay for 35 years \$105,000 a year, which is a very large subsidy for a floating dock.

Mr. PUGSLEY. Does my hon. friend know that that includes the excavating, the site, the building of piers, the establishment of all the works for the ship, repairing plant?

Mr. MONK. Of course, \$105,000 is more than the interest on the mere cost of the floating dock. The cost increases daily, and may vary. We are taking a sufficient margin to carry us through the opening season, and I have no doubt it will be necessary to bring before the House further amounts during the next session.

Mr. PUGSLEY. In view of the great increase from \$4,000,000 to \$5,500,000 upon which subsidies may be paid, does not the hon. gentleman think that he ought to submit to the committee some statement by engineers as to a dock of the first-class being likely to cost this amount? There is no object in putting it on the statute book if it will not. We had a tender for a dry dock submitted by a company of which Sir Robert Perks was a prominent member, Sir Andrew Allen president, and Sir Thomas Shaughnessy a director, with other prominent gentlemen in Quebec, and the cost, on a very careful estimate, was only \$3,300,000, after allowing interest during construction. What is there to justify the increase to \$5,500,000? Why go beyond the \$4,000,000?

Mr. MONK. It is not with the desire of paying more, as my hon. friend may imagine. The officers of the department who have had experience with the matter, have advised me that it is safer to have the margin of \$5,500,000.

This new form of dock would be up to 1,150 feet in length, 37 feet in depth and 110 feet in width. The Canadian Vickers floating dock at Montreal cost \$3,000,000, that was the estimated cost, and it was only 900 feet long and 30 feet deep.

Mr. PUGSLEY. In a floating dock you do not go by the length but by the lifting capacity.

Mr. MONK.

Mr. MONK. This is to have a capacity of 35,000,000 tons. At any rate, it is to be carefully considered before the subsidy is fixed. At Prince Rupert, where a smaller dock of 20,000 tons capacity was built, the cost was \$2,199,168.02, so that when you get to dimensions of 1,150 feet length with 37 feet depth and 110 feet width, and with the growing prices of all things now-a-days, it is difficult to say what it would cost, and more so as no such docks have yet been built. I think it is a measure of prudence to give up a sufficient margin to meet any eventualities that may occur. It is our interest to restrict the cost as much as possible, and it is not probable that more than two cases of this kind will occur before next session. I would ask my hon. friend not to restrict us too much, but to trust us not to exceed what prudent examination will give us as the probable cost.

Mr. PUGSLEY. That is one of the great difficulties you will have in cutting down the estimate of cost, there will be a tendency on the part of the tenderers to keep the cost up as much as possible. The great work of the minister and his engineers will be to keep it down. In the case of Vancouver, I think we struck off half a million from the estimated cost.

Mr. MONK. It will be necessary to exercise great care.

Mr. PUGSLEY. It is difficult for me to realize the necessity of jumping from four millions up to five and a half millions.

Mr. MONK. We will guard as much as possible against any imposition.

Mr. PUGSLEY. 1s, there any estimate anywhere on the Atlantic or the Pacific of a dock being likely to cost \$5,500,000?

Mr. MONK. There is not one of this size on this side of the Atlantic. Some of the docks are:

Place.	Length.	Depth.	Width.
	Feet.	Feet.	Feet.
Boston			
New York dock, 4	. 518	31	
Long Island dock, 2	. 729	32	
Norfolk dock, 3	. 529	34	96
Charleston dock, 1.	554	34	96
Mare Island dock, 2.	720	30	86

This is nearly completed and has cost so far \$1,385,000. These are docks that were mostly under construction in 1907. In England there are docks at Liverpool, but none of these dimensions, they vary from 728 to 925 feet. A very much larger form of dock is in contemplation in British ports, and we wish to keep up to the requirements of the times. There is nothing before the department, and it is quite possible we may not have to use any of this, but we must be ready to meet any eventuality that may occur. Mr. PUGSLEY. This seems such a tremendous jump in the estimate. What estimates had the minister?

Mr. MONK. I have before me the representations of the shipping trade, the Montreal harbour commissioners, the Harbour Board of Quebec, and a number of people with whom I have spoken.

Mr. PUGSLEY. Is there any estimate that the cost would be \$5,500,000?

Mr. MONK. That was the figure suggested by the engineers of my department, who have hitherto conducted all these valuations and examinations of estimates, as a fair figure. Every case will be on its merits and it is to our interest to keep the estimate and the cost as low as possible. We will take every precaution to reduce the estimate as much as possible.

Mr. BELAND. Is there any anticipation that these conditions will be accepted by any company?

Mr. MONK. There is no application in the department at present, but I confess that I do not share the opinion that has been expressed here to-night that the dry dock business is not a paying business. I think it is a paying business; it has paid in other countries. We have a small dry dock at Lévis, which, I think, under proper management, should pay very well, and in other countries dry dock repairing is a paying business when it is properly conducted. I have every reason to believe that in this country, with the experience we have had, in places like Quebec or any of our other great ports where there are repairs to be carried out, it would be a paying business for a company.

Having the appliances it would be a paying business for a company. Therefore, having the subsidy we give, and it strikes me as generous enough, if the business of dry dock management is properly carried out, the enterprise ought to pay in any of our ports.

Mr. PUGSLEY. What I object to is that without any report, without any estimate of what one of these docks is going to cost, and in the face of the fact that my hon. friend (Mr. Monk) has on file in his department a carefully prevared offer from the Dominion Dry Dock Company in which they estimate the total cost of a dry dock 960 feet in length, of a ship repairing plant, of the cost of the land, of dredging out the site, of interest during construction, even the discounting on the bonds, and the cost of the stamp fees and everything else that can possibly be imagined but which cannot under the law be deemed part of the cost for subsidy purposes, or the whole amounting to a little less than \$4,000,000—that with that

estimate in the department, and knowing, as we know, that the matter of making a dock longer is simply a question of proportion, my hon. friend should ask us, without any estimate from the engineers of his department, without any statement before the committee, to jump at once from the very liberal provision which we made in 1910, from \$4,000,000 to \$5,500,000. Does not my hon. friend think that it is an utterly unreasonable thing to 'ask this House to do? We thought we were very generous in 1910. So we were and until my hon. friend shows the committee that these docks of a larger class are likely to cost more than \$4,000,000, he ought not to ask us to vote this greatly increased amount.

Mr. MONK. My hon. friend proceeds upon the assumption that we must expend the whole of the \$5,500,000 because we are asking power to do so. I am asking this legislation merely to meet the daily increasing wants of the shipping interests, and not for the purpose of bringing the cost of a dry dock up to \$5,500,000. I am asking this in order that we may be able to meet the necessities as they present themselves, and I am informed by my officers who have always done this work.

Mr. PUGSLEY. Has my hon. friend any report?

Mr. MONK. It is the officers of the department who say that is the proper figure.

Mr. PUGSLEY. Has my hon. friend any written report to that effect?

Mr. MONK. I have no written report, but I am acting absolutely on the advice of the officers of the department. What do I know about dry docks?

Mr. PUGSLEY. My hon. friend ought to know that he has in his department a most carefully prepared estimate in detail for a 900 foot dry dock.

Mr. MONK. That applies to a dry dock projected, if I understand my hon. friend aright at Quebec some years ago.

Mr. PUGSLEY. Not as long ago, since 1910.

Mr. MONK. There was no application being presented in the regular shape.

Mr. PUGSLEY. Yes, it is in the department—

Mr. MONK. But it was for a 900 foot dry dock. This is a different matter we are under changed circumstances.

Mr. PUGSLEY. A most elaborate plan was prepared.

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Mr. MONK. I do not go to my hon. friend, I go to competent men to ascertain what the estimated cost will be. Suppose the estimate of cost is \$5,500,000, that leaves us something to go upon. I tell my hon. friend (Mr. Pugsley) that in future we will more carefully watch the preparation of these estimates. I cannot do more than that. Does my hon. friend not want to allow us to be placed in a position where we will be able to meet the wants of the shipping trade? It is a matter of six months. Anything that will be done, will be laid before the House as soon as the House meets again. I do not think my hon. friend is right, when he says, 'You get up to the \$5,500,000.' We do not do so, we are asking sufficient latitude. I am acting under the advice of our officers, and of competent people outside of the department, who have suggested that amount as the limit in order to be able to meet requirements.

Mr. PUGSLEY. What puzzles me, is that the officers of the department would jump from \$4,000,000 to \$5,500,000, because, as I have said, they have in the department most carefully prepared plans which took not weeks, but months to compile.

Mr. SHARPE (North Ontario). Since what date?

Mr. PUGSLEY. Since 1910.

Mr. MONK. The cost of everything has gone up and you do not know where you are going to be if you do not make proper provision. At Quebec there are places where you have to excavate the rock, and there are other places where it is quite easy to dredge the material. You have to be prepared for all these eventualities. I do not think my hon. friend is reasonable in wishing to cut down the estimate.

Mr. GRAHAM. The cost of the National Transcontinental will be justified in a very short time.

Mr. PUGSLEY. I do not want to be unreasonable.

Mr. PELLETIER. Let us say carried.

Mr. PUGSLEY. I suppose there is no use in saying anything more, but I warn my hon. friend (Mr. Monk) that he will be urged to bring up the cost—

Mr. SHARPE (North Ontario). You have done your duty.

Mr. PUGSLEY. He will be urged to bring the cost pretty quickly up to \$5,500,-000, and he will have to cut and carve as he can.

Mr. MONK. The quality of mercy is not strained.

Mr. PUGSLEY.

Mr. PUGSLEY. I sympathize with what my hon, friend will have to undergo. I think he should leave the estimate at \$4,000,000 and make the interest a little higher. However I have said all that I am prepared to say on the subject.

Resolution reported read the second time and agreed to.

Mr. MONK moved that the resolution be referred to the Committee of the Whole on the Dry Docks Subsidies Bill.

Motion agreed to.

## RAILWAY SUBSIDIES.

House again in committee on the railway subsidies.

That the Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

Mr. BORDEN. I would suggest to my hon. friends opposite that the resolutions, perhaps, may be conveniently discussed on the second reading of the Bill or when the House is in committee on the measure. I understood they were willing to adopt that course subject to certain information being produced, and as to which I will get a memorandum in the morning.

One amendment has already been proposed. I would like to propose another, which I am informed it is intended to move. It is the second clause of the resolution, at page 19, No. 6:

The Grand Trunk Pacific Company, towards the construction and completion of a railway bridge over the Assiniboine river at the city of Brandon, fifteen per cent of the amount expended thereon, not to exceed \$20,000.

It is proposed to amend that, and the assent of His Royal Highness the Governor General has been obtained to the proposed amendment. It will read in this way:

The Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine river at the city of Brandon, twenty-five per cent upon the amount expended thereon, such bridge to be completed without unnecessary delay.

It is rather a vague statement; however, that is the shape in which the amendment was given to me.

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Mr. BELAND. There is no limitation.

Mr. BORDEN. Twenty-five per cent without limitation.

Mr. GRAHAM. There was an arrangement made, in which I took a prominent part, in settling a difference of opinion that existed between the city of Brandon and the Grand Trunk Pacific. We did make a proposition that they should receive 25 per cent of the cost of this bridge, and the usual subsidy on this line. That is the general effect of the arrangement we came to. This amendment would be in line with the understanding arrived at.

Mr. BORDEN. If my hon. friend has no objection, we will pass the resolution and have the debate on the second reading and on the Bill in committee.

Resolutions reported, read the second time and agreed to.

Mr. BORDEN moved for leave to introduce Bill (No. 183) to authorize the granting of subsidies in aid of the construction of lines of railway therein mentioned.

Motion agreed to, and Bill read the first time.

# MILITIA ACT AMENDMENT.

Mr. HUGHES (Victoria) moved the second reading of Bill (No. 171) to amend the Militia Act. He said: As I explained on the introduction of the Bill, there are only two clauses. One is to carry out a proposed arrangement made last session, but was not carried out. General Otter was made Major General by order in council, it should have been by Act of parliament. Then under the present Act, the cadet corps must turn out with any portion of the active militia. It is not considered desirable that these young boys should be brought out with the active militia, but that they should form separate camps.

Motion agreed to, Bill read the second time, considered in committee and reported.

#### FIRST READING.

Bill (No. 184) respecting the Imperial Loan and Investment Company of Canada. --Mr. Sharpe (North Ontario).

Mr. BORDEN moved the adjournment of the House.

Mr. GRAHAM. What will we take up to-morrow?

Mr. BORDEN. Any Bills and resolutions on the order paper. We will try and dispose of them and possibly after that we will take up the estimates of the Minister of Agriculture.

Motion agreed to, and House adjourned at 1.05 a.m. Tuesday.

# HOUSE OF COMMONS.

# TUESDAY, March 26, 1912.

The SPEAKER took the Chair at Eleven o'clock.

# PUBLIC ACCOUNTS COMMITTEE.

Mr. AMES. On the 22nd of March, the hon. member for North Grey (Mr. Middlebro) chairman of the Select Standing Committee on Public Accounts, presented the sixth report of that committee, and moved that it be adopted. I believe it was to be held over until to-day or yesterday. I beg to move the adoption of that report.

Motion agreed to.

#### THIRD READINGS.

Bill (No. 138) to incorporate the Winnipeg and St. Boniface Harbour Commissioners.—Mr. Hazen.

Bill (No. 167) respecting the incorporation of live stock record associations.— Mr. Burrell.

Bill (No. 171) to amend the Militia Act. -Mr. Hughes (Victoria).

# JUDGES' ACT-AMENDMENT.

Hon. C. J. DOHERTY (Minister of Justice) moved the third reading of Bill No. 156 to amend the Judges' Act.

Mr. PROULX. I beg to move in amendment:

That Bill (No. 156) be not read a third time but that it be referred back to Committee of the Whole, with instructions to strike out section 2 of the said Bill.

As I stated when the Bill was in committee, I do not consider that these two additional high court judges in Ontario are needed for the discharge of the judicial business in that province. The Act of the Ontario legislature asking for these two judges was passed two years ago, and there is at present a Bill before the legislature, introduced by the leader of opposition, seeking to repeal that statute, which Bill has not yet been disposed of. The leader of the opposition, who has introduced the Bill, is a lawyer of extensive practice before the courts, and he stated the other day, when moving the second reading, that in his experience in the courts all the litigation could be very well handled by the present number of judges. Then again, the government at Ottawa, have taken some judges from their regular work and appointed them on commissions. One would think that if the government here were of opinion that the number of high court judges is not sufficient to transact the business of the courts, they would leave these judges to their regular work and not

take them away to other duties. The country is paying a very large sum of money for the administration of justice, and we have a great number of judges in the different provinces. In Ontario, we have five judges of the Court of Appeal, twelve judges of the High Court, and seventy-two senior and junior county court judges. In addition to that we are paying a large sum of money in pensions to retired judges. Last year, a judge of the Court of Appeal in Ontario retired, and is now drawing his full salary of \$7,000 a year and that judge did not retire on account of ill-ness, but after having served the number of years required by the Judges' Act to retire on full salary pension and he has become the manager of a yeary large has become the manager of a very large trust company in Toronto. He took advantage of the law which permitted him to retire after serving a certain number of years on the bench, and he has improved his position, for he is not only drawing his full salary as a judge, but he is getting a salary besides as the manager of this trust company. We should curtail the expenditure on the administration of justice as much as possible, and when we are told on competent authority that these two judges are not necessary, I do not see why we should vote their salaries. Of course, there is a current rumour that two members of the House, supporting the government, are to be appointed to these positions. I presume these gentlemen were disappointed in not getting a portfolio in the cabinet, and their feelings have got to be salved in some way, but I do not think the country will stand for the Prime Minister doing that at the public expense. I beg to move my amendment, seconded by Mr. Lanctot.

Mr. DOHERTY. I have not had the advantage of hearing what the hon. member (Mr. Proulx) said in support of his amendment, but I gather that he followed the lines of some observations he made last evening in committee. I understand there has been introduced into the Ontario legis-lature a Bill looking to the repeal of the legislation providing for these two addi-tional judges, but the hon. member need not be anxious for if that Bill should happen to become law, there will be opportunity before any actual appointment is made to ascertain that fact. Naturally, we shall not appoint these judges if that Bill passes. As regards the observations of my hon. friend (Mr. Proulx) as to the necessity of these judges, I can only repeat what I said last evening that the legislature of the province of Ontario, at the instance of the government of that province, has decided that these two judges are necessary, and the Ontario government is urging that there is necessity. There may be room for difference of opinion upon that question, Mr. PROULX.

and I am not prepared to say that the government of the Dominion would not have the right to exercise its judgment to some extent as to the necessity of such appointments, but I do feel that it would require very grave reason indeed to justify a persistent refusal to meet the desire of a province expressed in a constitutional manner, and dealing with a matter which after all is within the constitutional powers of the province.

Mr. PROULX. I beg to observe that there are no arrearages of business.

Some hon. MEMBERS. Order.

Mr. BUREAU. Will the Minister of Justive give us some information as to the statement made by the hon. member from Prescott (Mr. Proulx) about two disappointed members of parliament, who were not made cabinet ministers, and who were to be made judges under this Bill?

Mr. DOHERTY. I am afraid I will have to refer my hon. friend (Mr. Bureau) to the hon. member for Prescott for an answer; he seems to have a monopoly of the information on that question.

Amendment (Mr. Proulx) negatived on division.

Motion agreed to, and Bill read a third time and passed.

FORT OSBORNE BARRACKS SALE.

House again in committee to consider the following proposed resolution:

The following proposed resolution: Resolved, that it is expedient (a) to confirm an order in council, dated February 17, 1912, authorizing the sale and transfer to the province of Manitoba, for the sum of \$200,000, of certain lands in the city of Winnipeg, consisting of the Fort Osborne barracks and drill shed property; (b) to authorize the making of an agreement with the said province in accordance with the terms of the said order in council; and (c) to authorize the payment of the proceeds of such sale to the purchase of sites and the construction of buildings thereon for drill sheds and armouries for the active militia in the said city, and for barracks and other military purposes in or adjacent to the said city.— Mr. Hughes (Victoria).

Sir WILFRID LAURIER. I understood that my hon. friend the Minister of Militia was to give a further explanation on this resolution.

Mr. HUGHES (Victoria). As I explained the other day, this property was first transferred from the Hudson Bay Company to the government of the Dominion of Canada under the terms of an Imperial order in council, dated the 23rd of June, 1870, for the admission of Rupert's Land into the Dominion. On the 22nd of January, 1872, the Dominion government took for provincial and federal purposes from the

Hudson Bay Company a block of 50 acres of land in the city of Winnipeg under the authority of the imperial order in council On April 10, 1874, an order in council was passed by the Dominion government granting the government of Manitoba the eastin council of those 50 acres. By an order in council of the 27th of June, 1898, the western portion of the morthern part was transferred from the federal government to the University of Manitoba. Orders in council, dated the 23rd of May, 1874, and the 16th of August, 1895, transferred the southern portion of the westerly half to the Department of Militia and Defence. An order in council of the 28th of October, 1893, transferred to the city of Winnipeg certain areas for street purposes. On the 17th of February, 1912, an order in council was passed by this government transfer-ring from the Department of Militia and Defence to the government of Manitoba the balance of this military property, amounting to about 13.2 acres. Under the imperial order in council of the 23rd of June, 1870, this property must be used for public purposes. If it were sold in the open market, it might bring a higher valuation than \$200,000; but if sold for private purposes, it would immediately revert to the Hudson Bay Company. Chapter 58 of the Revised Statutes contains a list, covering page after page, of properties which have been from time to time transferred for public purposes by the Imperial Government to the old government of Canada and to the government of the Dominion, many of them practically without any consideration at all. The province of Ontario, as was pointed out the other day by the hon. member for West Toronto, held certain lands in the city of Toronto for public purposes. These lands could not be sold for commercial purposes, without the consent of the government, but as soon as that assent was obtained, they went up at once in value. This property in Winnipeg is of the same character. By this transfer we shall be put in as good a position in regard to a site for the drill shed and the barracks as we now occupy.

Sir WILFRID LAURIER. I am sorry that I have to take issue with my hon. friend, not upon all he has said, but upon the conclusion to which he has come. do not differ at all with what he has said as to the transfer from one government to another government of public property. That has been done again and again in the past, and for good and sufficient reasons in every case. The imperial government, it is true has transferred to the Dominion government many valuable properties. But these properties bore relation to services which, up to that time, had been performed by the imperial government, but were, from

Dominion government-the transfer was not only of the advantages but of the burdens of the property. In the same way, the Dominion government has more than once transferred to provincial governments pro-perties which it did not longer require to use, but the duty of using which was also transferred to the provincial government. Take, for instance, the property dealt with yesterday, the site of the government house in Toronto. This property was given years ago by the Dominion government to the provincial government for the use of the province. One of the conditions was, that if, at any time, the property thus trans-ferred as a site for the residence of the lieutenant-governor was disposed of by the province, then another site for government house should be provided by the provincial government. When the Bill came up yesterday, for my part, I did not insist on this provision being inserted, because it is a matter of notoriety that the government of the province, while it is disposing of the property which up to this time has been the site of government house, is providing another site elsewhere, and there was no need to provide that that should be done which already had been done. I agree with my right hon. friend

that when this government disposes to another government, of property to a provin-cial government, the transaction should not be treated as a commercial matter. We do not wish to make any profit out of the government of Manitoba in this transaction. But the proposition I lay down is that the Dominion government ought not to be placed in a worse position than that which it now occupies by reason of this transfer to the government of Manitoba, and my objection to this transaction is that by disposing of this property—some thirteen acres, as I understand it—to the government of Manitoba the Dominion is placed in a worse position than it now occupies. At present, we use this property for barracks. When we dispose of the property we must provide a site for other barracks and also provide buildings in place of those which we now have. I do not at all object to this property being hand-ed over to the government of Manitoba; I think the time has come when a better site for the barracks can be chosen, and the provincial government can use the property for legislative buildings or put it to some other use more suitable than that to which it is now devoted. I quite agree with the policy of transferring the property to Manitoba and of the Department of Militia finding a site elsewhere for the barracks. But in what position will that place the Dominion government? The amount that it is proposed the government of Manitoba should pay is \$200,000. If the Dominion that time forward, to be performed by the government is not to be placed in a worse

position than that which it now occupies my hon. friend must provide another site and also buildings to take the place of those which we now have. These buildings cost in the neighbourhood of \$250,000; and I understand that the report made by Colonel Biggar is to the effect that their present value is about \$100,000. So, my hon. friend will have to spend at least \$250,000 in building alone to place the Dominion government in the same position in which it norm is and heading that he in which it now is, and besides that he will have to provide a site. I say there is no fairness, no equity in the transaction; the hon. gentleman is giving too much for what he receives. He should receive at least the equivalent of what he will have to pay for the site and the buildings to be used in place of those which we have at the present time. We had this question before us before we left office. We were ready at all times to give this site to the government of Manitoba, but we felt that we could not make the transfer for \$200,000; the price was altogether insufficient. The Minister of Finance will have to provide at least \$500,000 in order to place us in as good a position as that we now occupy. I think that \$1,000,000 would not pay for this land which it is proposed to transfer. But, I repeat, I do not ask that; I do not ask that this should be made a commercial transaction and the government of Manitoba called upon to pay a commercial price for the property. But an estimate ought to be made of what the new site and buildings will cost, so that we may arrive at what is really involved in this transaction. For these reasons, it seems to me, the transac-tion proposed would place the government in an unfair position.

Right Hon. R. L. BORDEN (Prime Minister). With the greater part of what the right hon. gentleman (Sir Wilfrid Laurier) has said I entirely agree. But I differ altogether from his conclusion that this government will be in a worse position than it now occupies if this proposed arrangement is carried out. The Minister of Mili-tia and Defence (Mr. Hughes) has already drawn attention to the very large amount of property that has been transferred from the imperial government, to this government without any consideration or com-pensation whatever. A similar course pensation whatever. might be expected under similar conditions when property that is vested in the Crown in the right of Canada is unsuitable for the purpose for which it is appropriated at the present time and is required by the provincial government for purposes for which it would be eminently suited. That is the case here. Every hon. member who knows anything of the location of this property must understand that it would be impossible to use it for any long period transferred to the government of Mani-

Sir WILFRID LAURIER.

in the future for the purposes of barracks and drill hall. The location is unsuitable; the considerations of public health and public convenience would forbid it; every possible consideration would indicate that the government of Canada, at a very early date, must move the barracks and drill hall from that particular location and find some other spot better suited for the purpose. In the meantime, the government of Manitoba find it necessary to enlarge their public buildings. This land could not be sold by the government of Canada for commercial purposes. The question arises then, upon what terms shall the Crown in the right of Canada transfer these lands to the Crown in the right of Manitoba? The Min-ister of Militia and Defence has explained that for the sum of \$200,000, which the province of Manitoba is willing to pay, he can procure both for the barracks and the drill shed larger, more commodious and more suitable sites than are afforded by the 13t acres of land now vested in the Crown and used for the purposes to which I have alluded. My right hon. friend (Sir Wilfrid Laurier) may say that the build-ings upon the land in question have cost a great deal of money. So they have; we all realize that. But some of these buildings would undoubtedly require a great deal of repair in the early future; and if it should be necessary for the government of Canada to remove the barracks and drill shed from that location, of what value would these buildings be to the govern-ment? They would be of no use what-ever, because the land can only be used for public purposes and the government of Manitoba or any other public body that might see fit to use that land would have to tear down those buildings and erect new buildings in their stead. Therefore, it seems to me to come down purely to a question of site. The question we have to consider is: Can the government of Canada provide elsewhere in the city of Winnipeg or in its vicinity sites that are larger and more suitable, and better adapted for this purpose that this lot of 13 acres in the very centre of the city. I have no doubt what ever as to what the answer to that ques-tion should be. Having regard to all these considerations, it seems to me that there can be no reasonable objection to the course which the Minister of Militia proposes to pursue, that is to transfer this property to the government of Manitoba to be used for public purposes in consideration of a sum of money which will provide better and more suitable sites elswhere in the city of Winnipeg.

Sir WILFRID LAURIER. I submit my right hon. friend has not answered any

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toba. It was at one time a barracks. The city has outgrown the conditions which existed at that time and now the barracks should be removed. I agree to this, no one will gainsay it, but when my hon. friend accepts from the government of Manitoba \$200,000 for that property he is taking money from the Dominion treasury to put it into the pockets of Manitoba. The buildings alone would cost more than \$200,000 and to purchase a site within easy access of Winnipeg I am sure the minister will have to pay a great deal more than \$200,-000. Time will tell but in my estimation when he takes that \$200,000 from the government of Manitoba he does not get the value of the buildings which he gives away and he will have to pay for a new site more than he receives for this land and the buildings on it.

Mr. BORDEN. There is only one point of difference between my right hon. friend and myself. I submit that when once the necessity is demonstrated of giving up this lot of land as a barracks and drill shed, it is impossible to give such consideration to the value of these buildings. They were built for a particular purpose, for a drill hall and barracks, and if that site is to be used for other purposes of what use are these buildings? They are of no use ex-cept to be torn down. That is the use to which they will be applied in order that public buildings of a necessary and suit-able character may be erected in their place.

Sir WILFRID LAURIER: I do not know the locality particularly but when the application of the government for the transfer of that property to them came to us we agreed that it was right and that they were entitled to it. We sent an officer, Colonel Biggar, to report upon the conditions and his report was that we should receive as compensation not \$200,000 but something like \$600,000 or \$700,000. That is the pos-ition we have to-day, that condition existed when we left office, in Ontario. We had that report before us stating that the price should be \$600,000 or \$700,000 and 1 see no reason to depart from that position.

Mr. HUGHES (Victoria). The estimated value as given by Colonel Biggar is in the hands of the right hon. the leader of the opposition. As that report indicates on its face, it is a valuation on a building lot basis, that is a commercial basis. The fact that I am not so very far out is ad-mitted by the right hon. gentleman (Sir Wilfrid Laurier) himself. The only differ-ence between us is the present value of the buildings. As pointed out by the right hon. the leader of the government (Mr.

more if I would remove those buildings and save them that expense. Colonel Biggar's valuation ranges from \$300,000 up to \$600,-000 the highest estimate given and that is ed out by the hon. member for West Tor-onto (Sir Edmund Osler), eight times as much was obtained for property in Toronto when it was sold for building lots as when it had on it the onus of use by this government.

Mr. GRAHAM: Is there not danger now that we may have so many champions of provincial rights that when the government comes to make a bargain with Manitoba it bargains for the province instead of for the Dominion? My hon. friend the Minister of Militia points out the value of these buildings to the province. That is the provincial lookout. What the hon. gentlemen should consider is the value of the buildings to the Dominion. I want to again impress this view that there is a possibility of being such strong champions of provincial rights that we forget that the Dominion has any rights at all.

#### Mr. HUGHES (Victoria). Since when?

Mr. GRAHAM. In this agreement for one thing and in several other resolutions that may be before the House. It seems that our hands are up, if a province asks anything, we hand it over. Hon. gentlemen seem to forget that they are the cus-todians of the Dominion treasury and are not here to distribute that money to the various provinces and to give them what they ask. That is a bargain in reference to which the Dominion interests should be looked to. Manitoba is strong enough to look after itself. This government is en-trusted with the duty of looking after the property of the Dominion. My right hon. friend the leader of the government compared the bargain, as bargain it ought to be, between the Dominion and the Province of Manitoba to a condition that existed between the imperial government and the Dominion under which certain property was given over by the imperial government to the Dominion. But I would call his attention to the fact that that was pro-perty not in practical and actual use by the imperial government and, not being in use, it was given to the Dominion. In this case we have property in actual, practical every day use by the Department of Militia of Canada and it is not or ought not to be in any sense a gift to the province of Manitoba. It is a business transaction, and the quid pro quo ought to be insisted upon by the Dominion. The money to be derived from this property will not at all Borden) the present value of the buildings counts practically for nothing, in fact the Manitoba government offered considerably hon. friend shakes his head, but he will

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find when the estimates come in the course of another year whether or not I am correct in my statement that this very small amount secured from the government of Manitoba for this property will be used in the purchase of land on which to put buildings and then we will have to provile buildings in addition. My hon. friend has pointed out the value this property might be to the Dominion. Let us come to the other side, the value it is to the province of Manitoba. Suppose the government of Manitoba wanted to get this property, and it belonged to any hon. gentleman in this House or to any syndicate, they would ask in the vicinity of a million dollars for this property, and it is not fair to the Dominion that a property which is much more valu-able than \$200,000 and exactly suited for the needs of Manitoba, the most valuable property they could get for this purpose,' should be given to them for at least onefourth its value; I say it is not fair to the Dominion. If we want to make a present to Manitoba-and we are making one already-let us make another, but don't let us make a gift to the Province of Manitoba and call it a business transaction, because it is not a business transaction. For the information of the House, I want to read this valuation of Colonel Biggar, an officer of the Militia Department.

Mr. HUGHES (Victoria). It is already on 'Hansard.'

Mr. GRAHAM. Well, I propose to read it again with the permission of the Chairman, because this is a valuation made by a responsible member of the department. I want further to say that in that report he says that Mr. Rogers, the Manitoba Minister of Public Works, was willing to take his valuation for that property. When Mr. Rogers becomes Minister of the Interior here, we have him going back on that statement in the report of Colonel Biggar, and now getting a property one-third of what Colonel Biggar's estimate was, and which amount the Manitoba government was willing to pay. That property is more valuable to-day than it was when this report was made, if we believe what we read of real estate values, and it is probably worth twenty to forty per cent more to-day than it was on January 11.

As requested by you I made a careful ex-amination of the value of lands in the neigh-bourhood of Fort Osborne Barracks, Winni-peg, and consulted with a number of real estate agents as to the best plan of arriving at its value, with the result that a plan was numbered showing the most economical and prepared showing the most economical and profitable way in which it could be subdivided. (Plan attached marked 'A.')

On examining the registry office and the city halls records, I find that comparatively few sales have taken place in that neighbour-hood within the last year. Only one appears

Mr. GRAHAM.

to have been made on Kennedy street, opposite the Parliament Buildings, and one on Assiniboine avenue. These were both on a basis of \$150 a foot street frontage. The pro-perty at the corner of Broadway and Osborne, owned by Mr. Kennedy, is held at \$250 a foot, but he has, however, lately sold part of the same blocks on Colony street at \$90 a foot. I, therefore, think his price of \$250 on Osborne street excessive.

338,000 460,125 Jamieson.: .. .. .. .. .. .. .. 556,000 Mr. Kennedy..... Mr. Young, valuator for the Canada 598,000 Life. Mr. Geo. Pope, valuator for the Grand-516.750 688,700 535,100 The buildings on the properties as shown on the attached list. My own valuation is as follows :--\$619,650 carrying charges (20 per cent) .. . 123,930 \$495,720 Present value of buildings ... \$176,799 Less those which would have to be destroyed in subdividing land as per 40,724 plan.. .. .. .. .. .. .. .. .. .. ..

\$136.075

and whose charges would be about \$150. In my interviews with Mr. Roberts the Minister of Public Works, I mentioned this, but he said he was perfectly willing to leave the matter entirely in our hands, and whatever we considered the property was worth, his government would pay, as they had their plans nearly ready for the erection of a new parliament building, but that its erection need not necessarily interfere with our occupation of the square for two or three years, as all they would need would be to block up the lane leading to the officers' quarters.

#### J. LYONS BIGGAR, Lieutenant-Colonel.

I will not give the details of the figures. But this much I want to point out: First, this land is being practically used by the Dominion government every day. Secondly, the valuation placed on it of \$200,000 is altogether too low, no matter from what standpoint you view it. Thirdly, an offi-cer of the department himself has made an estimate, and in that report he tells us that Mr. Rogers, the Minister of Public Works, for Manitoba, was willing to accept the estimate of the Militia Department. Fourthly, that this money 6073

will not at all place us in the same position as we are in at the present time. I want further to point this out, that if it be true, as it is, that this property cannot be sold for commercial purposes, and that its value for commercial purposes would be too high to consider in this so-called business transaction, the government of Manitoba is saving an immense amount of money on account of those conditions. It being true, that this property, under these conditions, must be valued for less than its commercial value, the difference between the value as a non-commercial proposition and the value as a commercial proposition, ought to be divided at least between the seller and the buyer. The Manitoba government should not get all the benefit of that, because they are saving an immense amount of money between the and initialities amount of money between the price they will have to pay, and the price they would have to pay at its commercial value. While the Dominion government cannot get the full value of this property, it ought to get at least a fair portion of it, and the balance go to the Manitoba government.

Mr. BORDEN. My hon. friend (Mr. Graham) seems to consider that a transfer of property from the Crown in the right of Canada to the Crown in the right of Manitoba, should be conducted upon the same basis of haggling as if it were a transaction between two real estate agents. That is not my conception of the way these matters should be dealt with, it was not the conception of the Imperial government when they handed over to Canada, time and time again, millions of dollars worth of property in different parts of this country, and handed them over under such conditions, mark you, that the government of Canada had a right to dispose of them for any purpose. Notwithstanding all that, I never heard of any haggling of this kind from the imperial government, and I hope we shall not hear of any haggling of this kind from the government of Canada, not-withstanding all my hon. friend has said. Let us look at the position for one moment. He says that this price is altogether too low from any standpoint. I paid par-ticular attention to his words. I take direct issue with my hon. friend there. This property could be used by Canada only for public purposes. His own leader, within the past half hour, has admitted that the time has arrived when it can be no longer used for the purpose for which it is appropriated at present. What fol-lows? Some other site had to be selected. This property would then be held idle and useless in the possession and ownership of the government of Canada, not to be used for any public pur-poses at all, and apparently no public sold for \$100,000. Under these circumstan-

purpose is at present in sight for which it could be used in the early future. These buildings, the land and all this property would be upon the hands of the government of Canada without serving any useful purpose.

My hon. friend says, then, that the price is too low from any standpoint. Suppose the government of Canada put that property up at public auction and invited tenders for the purchase of it; in what way would we have got \$200,000 for it? If it were sold to any private individual he could not make any use of it. It must be used for public purposes; so that any priv-ate individual might not give ten cents for it because he could not make any use of it. The only customer you could find would be the government of the province of Manitoba. They would keep control of the situation and the result might be that in ten, or fifteen, or twenty years, the gov-ernment of this country would feel con-strained, instead of spending money on the upkeep of the property, to hand it over to the province of Manitoba without any consideration whatever as was done in the case of dozens and scores of properties all over this country by the imperial government during the last twenty-five or thirty years. Under the circumstances to insist, as the right hon. leader of the opposition and the hon. member for South Renfrew have done, that, from any standpoint whatever, this mend itself to me and the reasons upon which it is founded utterly pass my comprehension. My right hon, friend says that the present Minister of the Interior (Mr. Rogers) while a member of the Mani-toba government declared that he would be willing to pay any price what-ever that might be fixed by persons who were acting on behalf of the Dominion government for this property. My hon. friends on the other side of the House will understand, I suppose,-at least, I would understand-that the Minister of the Interior, when speaking in that way must have had regard, and undoubtedly did have regard, to the title which the government . of Canada possessed and to the power of disposition of the property vested in the government of Canada under these condi-tions. Every one who reads the report of Lt.-Col. Biggar on this property knows that he was dealing with the value of the pro-perty upon a commercial basis and upon a commercial basis alone. An hon. member on this side of the House stood up when this matter was last under debate and said that, although property in the city of Toronto realized \$800,000 to the government of the province of Ontario, nevertheless, if

ces, is there very much to debate, or haggle about, as between \$200,000 or \$250,000 or \$300,000? The property is not passing away from the use of the people of the country. The property will at all times in future be vested in the Crown, the only difference being that it will be vested in the Crown in the right of the province of Manitoba instead of being vested in the Crown in the right of the Dominion of Canada. It will still be used for public pur-poses which ought to commend themselves to every man in this Dominion whether he is a citizen of Manitoba or not. It will be used for the purpose of a splendid structure to be erected thereon for the public uses of Manitoba. My hon. friend the Minister of Militia and Defence has stated and repeated in this House that he has absolutely no doubt whatever that he can get a larger, a better and a more useful site for his purposes out of the sum of \$200,000 which is to be realized from this property.

Apart altogether from considering the claims of Manitoba in this regard—and it seems to me that we might give some reasonable consideration to the fact that they are going to use this property for a great public purpose-it seems to me that the government is making a good bargain, a good arrangement, and that the net result of this transaction will be this, that upon this site in the heart of the city of Winnipeg, a public building devoted to the public uses of Manitoba will be erected, which will be a credit not only to the city of Winnipeg and to the Province of Manitoba, but to the Dominion of Canada as a whole. And a further net result of this transaction will be that, out of the sum of \$200,000 to be paid by the government of Manitoba for this property, there will be provided for the Dominion of Canada a better site than that which is now being handed over to the province.

Sir WILFRID LAURIER. After all I had reason to suppose that this was a business government. Hon. gentlemen have always boasted that they were a business government but for this transaction we have no record, nothing official beyond the word of the hon. Minister of Militia and Defence (Mr. Hughes) that he can get a better site for less money than the sum which he is receiving.

Mr. HUGHES. Would it assist my hon. friend if I should say that we already have it?

Sir WILFRID LAURIER. It will be just as good. Whether it is in the future or in the past it is just the same; it will have no more weight. The late government were approached upon this question. They were told by the government of Manitoba that it would be in the public interest if

Mr. BORDEN.

sent use as a site for the barracks to that of a site for a legislative building or to some similar use in the province of Manitoba. We thought there was reason in that and we were disposed to agree to it. But how should we act under such circum-stances? The government of Manitoba came to this government and asked for the transfer of the property. The government of Manitoba did not come and ask us to give it to them for nothing, they came to us and asked us to consider the matter as a business proposition. We set an option on this property. Then, we sent Col. Big-gar, a good soldier and a good business man to Winnipeg to examine the property and he reported to us that the property was worth \$700,000. This property was worth \$700,000 simply with the restriction which had been placed upon it that it could not be disposed of for commercial purposes. T have no doubt whatever that if the property were disposed of for commercial purposes \$1,000,000 could hardly secure it. But we agreed to dispose of it on the report of one of our officers for \$700,000 or thereabouts. Now, this report is discarded and my hon. friend informs parliament that he is willing to sell this property for \$200,000 to the Manitoba government. What is the basis upon which he is acting? Why should he ask \$200,000 or \$300,000 or \$400,000? The price which has been arrived at by the Minister of Militia is purely arbitrary; there is no basis at all for it. No valuation has been placed upon the property. He cannot defend or justify it; he simply says: I will sell it to the province of Manitoba for \$200,000. There is not a word on record to justify the conclusion that this property ought to be sold at \$200,000. Now, let us look at the facts as they are. I agree with my hon, friend when he says that we do not want to make this a commercial transaction, that we do not want to make any money out of the province of Manitoba. But, certainly, we have a right to expect that the province of Manitoba shall not make any money out of us either. We have a right to expect that the province of Manitoba will place us in as good a position as we are in to-day. What is our position to-day? We have a piece of land 13 acres in superficies in the heart of the city of Winnipeg which could be covered with gold for commercial purposes, which, for commercial purposes, will be worth \$1,000,000. We hand it over to Manitoba and we do not want to make any profit out of it. But, the moment we give it to the province of Manitoba we have to remove our barracks elsewhere. These barracks have cost the treasury of this country \$260,000. That money is gone. We should ask, at all events, from the province of Manitoba, that they should provide us this property were converted from its pre- with as good barracks in another location.

The barracks have been of some use to They are not worth to-day commerus. cially \$260,000, but they are worth in the neighbourhood of \$200,000. My hon. friend the Minister of Militia and Defence will have to go elsewhere outside of the city of Winnipeg where property is rising in value every day, hour after hour, and minute after minute. He will have to buy a site equal to the dimensions of these 13 acres somewhere and he will have to pay that money out of the treasury of Canada. The province of Manitoba which has received our property will not contribute one cent, and our officers reported that in order to be placed in the position we occupy to-day we should receive seven hundred thousand dollars. The Minister of Militia tells us now that he can do all this for \$200,000, but next year the Min-ister of Finance will have to admit that two hundred thousand dollars is simply a fleabite as compared with the sum which would put us in the position we occupy at the present time.

Mr. HUGHES (Victoria). If we have to leave that property, as we will have to leave it, the buildings would be of no use to us; we could not get ten dollars a year rent for them. The drill shed has been practically condemned and is of no use whatever. This drill shed covers less than half an acre, and I can get five acres in the heart of the city of Winnipeg, build a new drill shed of as large dimensions as the present one, and buy a site for barrack property (not twelve and a half or thirteen acres, but fifty times that much) within convenient reach of the city of Winnipeg, for the sum of \$200,000. Is that satisfactory to my right hon, friend?

Mr. EMMERSON. Fifty times as large as what?

Mr. HUGHES (Victoria). Fifty times as large as the twelve acres, and within a reasonable radius of the city of Winnipeg. The government now has large areas of land there, which we can utilize if necessary. I may point out further that the Attorney General of Manitoba and a couple other members of the cabinet refused point blank to give us one dollar. They claim they were entitled to it, under the terms of the order in council without any consideration whatever from this govern-ment. They even threatened to make a test case of it and carry it to the Supreme Court. I thought that when I was getting \$200,000 out of them I was doing pretty well. Will the leader of the opposition tell me, why his business government, after having their valuator value this land at to the situation in New Brunswick. There six hundred thousand dollars, that being has been a dispute as to what is known as

Manitoba government, and then why did they come down later on to three hundred thousand dollars? Perhaps it is no harm to make a little comparison between the present business government and the last so-called business government led by the right hon. gentleman. The late government sent up one of the most excellent officers in the Dominion; (a gentleman who, so far as making bargains in connection with land is concerned, has only one rival in the country), and why, when they got his valuation, did they nearly double it and ask the Manitoba government for one million dollars? Why did they not pursue similar tactics when they were dealing with Logan's farm and St. Helen's island in Montreal. The leader of the opposition knows that when his government handed Logan's farm over to the city of Montreal for \$200,000, it was worth between five millions and seven millions dollars if subdivided into building lots.

## Sir WILFRID LAURIER. Ten years ago?

Mr. HUGHES (Victoria). Yes, even ten years ago. The late government handed over Logan's farm and St. Helen's island in fee simple, and if these properties were sold they would have brought between twenty millions and thirty millions into the Dominion treasury. Where was this business government then, and in view of that, by what process of logic does the leader of the opposition and his first lieutenant (Mr. Graham) proceed to con-demn this transaction? Under the imperial order in council these lands must be held for public purposes, and if one acre is sold it reverts back to the Hudson's Bay Company, and we have no recourse against them. I do not think the leader of the opposition is doing himself justice in criticising this transaction. I am satisfied it is a magnificent deal. I admit I tried to get a little more out of the Manitoba government, but I only asked \$250,000 as an outside figure, and we got \$200,000.

Mr. EMMERSON. I call the attention of the government to the position of certain government property in the province of New Brunswick, although far removed it is true from Winnipeg. The Minister of Militia told us that the imperial government had given to the Dominion government as a gift millions and millions of dollars' worth of property throughout the country, and that argument would be a strong one in favour of the Dominion government handing over as a gift to the Manitoba government the property in question. Let me direct the attention of the Prime Minister the highest value for commercial purposes, the government house property at Freder-demanded one million dollars from the icton, which formerly was occupied by

the Lieutenant Governor. The New Brunswick government has laid claim to the title of that property, and the Dominion has disputed it. Following the line of argument of the Prime Minister. it would seem to me that taking the circumstances of that property into consideration, the Dominion government should waive all claim and admit the contention that it is held by the Crown in the right of the province instead of by the Crown in the right of the Dominion. If the position taken by the Minister of Militia with respect to the Winnipeg property is correct, then I would invite my right hon. friend to take into consideration the question of handing over the government house property at Fredericton to the province of New Brunswick.

Mr. BORDEN. I do not know that I would disagree very much with my hon. friend about that property, subject to the proviso that the province would always use the property for public purposes, but if I adopted the view presented by the leader of the opposition and by the member for South Renfrew (Mr. Graham), we would at once enter into a protracted haggling with the province of New Brunswick and try to get from it every possible dollar that could be extracted in order to protect, according to their view, the interests of Canada.

Mr. EMMERSON. I was simply wishing you to remember your argument of to-day in dealing with the Fredericton property.

Mr. BORDEN. My hon. friend may be sure that I will remember my argument, but I fear if we do anything of that kind, that his leader and his leader's chief lieutenant will remember to use the same argument against it that they are using to-day.

Mr. HUGHES (Victoria). In order to assist in removing the objections to this from the minds of the right hon. leader of the opposition, and the hon. member for South Renfrew, I would like to ask a question. There is a large island some twelve miles up the river which was sold by the late government after its defeat for \$1,400, and I am told that it was worth \$300,000.

Mr. GRAHAM. I do not think the island was sold.

Mr. HUGHES (Victoria). Well, possibly it was a 999 year lease.

Mr. GRAHAM. No, my hon. friend is wrong with his facts. As I understand, · the slides running through the island were disposed of, but the property on either side was the property of other people all the time.

Mr. EMMERSON.

Resolution reported, read the first and second time, and agreed to.

Mr. HUGHES (Victoria) moved for leave to introduce Bill (No. 185) to authorize the sale to the province of Manitoba of cer-tain Ordnance Land in the city of Winnipeg.

Motion agreed to, and Bill read the first time.

#### RAILWAY SUBSIDIES.

Mr. COCHRANE moved that the House go into committee to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows

(1) That the Governor in Council may grant to the government of the province of Ontario a subsidy not exceeding \$6,400 per mile, not exceeding in any case the number of miles hereinafter respectively stated:

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not ex-

ceeding 252.8 miles. (ii) For the following branch lines of railway:

(a) From Englehart to Charlton; not exceed-

(b) From Cobalt to Kerr Lake; not exceed-

ing 3.9 miles; (c) From Iroquois Falls to Timmins; not

(d) From Nipissing Junction to North Bay;
(d) From Nipissing Junction to North Bay;
not exceeding 2.18 miles;
(e) That the subsidies hereby authorized

shall be payable out of the consolidated revenue fund of Canada at the option of the Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in methorements and explicit to such conditions such amounts, and subject to such conditions, if any, as the Governor in Council deems ex-pedient.

Mr. BORDEN. I would like to get the resolutions on the order paper advanced a stage, as a good deal of delay sometimes occurs in the printing of a Bill. We might arrange to pass some of these resolutions pro forma and have the debate in com-mitte on the Bill, if my right hon. friend would have no objection.

Sir WILFRID LAURIER. I have no objection at all. When we come to the second reading of the Bill, we expect to have the correspondence relating to the different resolutions brought down. There is not a scrap of paper so far on the table of the House with reference to them.

Mr. BORDEN. That is an entirely reasonable request. The hon. member for South Renfrew has written me a letter stating what information he desires, and the Minister of Railways will see that the information is provided as far as it is available.

Resolution reported, read the first and second time, and agreed to.

Mr. COCHRANE moved that the House go into committee to consider the following proposed resolution:

Resolved, that it is expedient to provide as follows:

1. That the Governor in Council may grant a subsidy of \$12,000 per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river; not exceeding 525 miles.

2. That the said subsidy be payable out of the consolidated revenue fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows: (a) upon the completion of the work sub-

sidized; or

- (b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Coun-
- cil; or (c) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made jus-tifies the payment of a sum not less than thirty thousand dollars; or (d) with respect to (b) and (c), part one

with respect to (b) and (c), part of way, part the other. 3. That the said railway, unless commenced, shall be commenced within two years from the first day of August, 1912, and completed four the group of the gro within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in a contract between the company and the said minister which contract the minister and minister, which contract the minister, said minister, which contract the minister, with the approval of the Governor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

4. That the said company, its successors and assigns, and any person or company con-trolling or operating the said railway or por-tion thereof, shall each year furnish to the government of Canada transportation for men, supplies, materials and mails over the portion of the railway in recreated which it portion of the railway in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the govern-ment for which such service is being per-formed and the company performing it, in case of disagreement, then at such rates as are approved by the board of railway com-missioners for Canada; and in or towards payment for such charges the government of

Canada shall be credited by the company with a sum equal to 3 per cent per annum on the amount of the subsidy received by the company hereunder.

company hereunder. 5. That as respects the railway for which such subsidy is granted, the company at any time owning or operating it shall, when re-quired, produce and exhibit to the Minister of Railways and Canals, or any person ap-pointed by him, all books, accounts, and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

6. That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mr. BORDEN. I may say to my right hon. friend that if there is any information that may be desired, which has not already been specified, either in the notice given across the floor of the House or in the letter of my hon. friend from South Renfrew, we shall be very glad to get that information, if possible, at the earliest possible moment.

Sir WILFRID LAURIER. What we would like to have is the correspondence which has led up to the various subsidies, and what information there is respecting the same subsequent to that correspon-dence. This railway has been subsidized by the province of British Columbia?

Mr. COCHRANE. I think so.

Sir WILFRID LAURIER. This makes it indispensable that that contract with British Columbia should be laid on the table.

Mr. COCHRANE. I think it will be found in the British Columbia statutes of last year. I will get a copy and have it laid on the table.

Resolution reported, read the second time, and agreed to.

Bill (No. 187) to authorize the granting of a subsidy to the Canadian Northern Pacific Railway Company to aid in the construction of the railway therein mentioned-Mr. Cochrane-was introduced and

Bill (No. 186) to authorize the granting of subsidies to the government of the province of Ontario in aid of the construction of the Timiskaming and Northern Ontario failway-Mr. Cochrane-was introduced

# AID TO CANADIAN NORTHERN ALBERTA RAILWAY.

Resolution respecting the granting of a subsidy in aid of the construction of the Canadian Northern Alberta railway was considered in committee, reported, read the second time and agreed to.

Mr. COCHRANE moved for leave to introduce Bill (No. 189) to aid the construction of the Canadian Northern Alberta Railway Company.

Motion agreed to, and Bill read the first time.

# AID TO RAILWAY BRIDGES IN NEW BRUNSWICK.

Resolution respecting aid to be granted for the construction of certain railway bridges in New Brunswick was considered in committee, reported, read the second time and agreed to.

Mr. COCHRANE moved for leave to introduce Bill (No. 188) to aid the construction of certain bridges on the railway of the St. John and Quebec Railway Company, and to confirm an agreement between the company and the governments of Canada and New Brunswick.

Motion agreed to, and Bill read the first time.

# FENIAN RAID VETERANS.

The following resolution was considered in committee, reported, read the second time and agreed to.

Resolved, that it is expedient to provide for the payment of one hundred dollars to every person residing in Canada at 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 1866 by the governments of Canada, Nova Scotia or New Brunswick, or in the year 1870 by the government of Canada, with the exception of certain battalions of riflemen formed for services in the northwest.

Mr. HUGHES (Victoria) moved for leave to introduce Bil (No. 190) to authorize the payment of a bounty to volunteers who have served the Crown during the Fenian Raid.

Motion agreed to, and Bill read the first time.

At one o'clock, House took recess.

House resumed at three o'clock.

CIVIL SERVICE ACT AMENDMENT.

Bill (No. 179) to amend the Civil Service Act-Mr. Pelletier-read the second pointment.

Mr. COCHRANE

time, and House went into committee thereon.

On section 1—rural mail delivery branch, constitution of branch; temporary employees.

Sir WILFRID LAURIER. Can my hon. friend (Mr. Pelletier) give us any information in regard to subsection 2?

The said branch shall consist of (a) a superintendent and such other employees as are required, all of whom shall be in the inside service; and (b) the post office inspectors and their staffs, all of whom shall be in the outside service.

Ls it contemplated to create a special staff, and what does the service consist of at the present time?

Hon. L. P. PELLETIER (Postmaster General). At the present time there is no organization of that branch of the service at all. Petitions for mail delivery come in and they are taken care of by the officers of the department in a general way, but we want to appoint a superintendent who shall have special charge of this branch of the business, and thus have it organized in a businesslike way. The superintendent will be taken from the present staff, With as mentioned in subparagraph (a). reference to subparagraph (b), we intend to have the post office inspectors and their staffs mainly in charge of this work. We believe this is the best course to adopt, on account of the special knowledge which inspectors and their staffs have already of the routes which have been established, and the knowledge which they have of the route maps which are made for the department.

Sir WILFRID LAURIER. I find no fault with the proposal; on the contrary, my hon. friend has a very good staff, and he could not place it in better hands than those of the officers who are in his department at the present time. But, what I want to ask him is whether it will involve the creation and bringing into the service of more clerks, and, if so, how many.

Mr. PELLETIER. We will have an entirely new man as superintendent, and he will be taken from the actual service. The present intention is to take Mr. Bolduc, who is one of the best men in the service now. He has a lot of experience and knowledge with regard to this subject which will be valuable in carrying out the organization. The officers of my department recommend him very strongly and I think their recommendation is a good one. It is not intended to make a political appointment.

Mr. MACDONALD. Subsection 3 provides that my hon. friend, the Postmaster General, may employ certain people apart from the officers of the department. Will the hon. gentleman kindly explain that?

Mr. PELLETIER. In order that any township, county or parish may be mapped out in such a way as to avoid duplication we desire authority to employ persons possessed of local knowledge to assist us in our work. My officers are of opinion that that ought to be done. I have in the Post Office Department a very efficient staff of officers, and I am guided very largely in a matter of this kind by what they tell me. They say that most of the work will be done by the officers as provided by subsection 2; that is by the inspectors and their staffs acting under the superintendent whom we propose to appoint. But they say that instead of sending men from Ottawa and paying all their expenses, it would be better to secure help in the districts where such help may be needed.

Mr. MACDONALD. Does not my hon. friend think that with the assistance of the post office inspectors in the various districts and their staffs he will be well enough equipped to determine how the rural mail routes should be laid out? Т cannot see why he should want to employ surveyors and other outside help.

Mr. PELLETIER. My officers tell me that it is a matter of prudence to prepare the legislation in the way in which it stands now, because the inspectors them-selves are already very busy. We may need outside help, but this will only be temporary.

Sir WILFRID LAURIER. For my part I am not at all satisfied with the reasons given for subsection 3. I find no fault with subsections 1 and 2, but I cannot agree with the reasons which have been given by the hon. Postmaster General for subsection 3. Subsection 3 reads that:

The Postmaster General may also employ reason of special skill or intimate knowledge of the district, may be of service in facil-itating the progress of laying out the routes and other work incidental to the rural mail delivery service.

As I understand the rural mail delivery service, as it has been conceived and carried out in this country and the United States, no new routes are to be laid out, but the service follows the most public routes in the locality. As I understand, when an officer goes to a certain district to lay out the mail routes for the rural mail delivery, he arranges that they shall follow the well travelled roads. He does follow the well travelled roads. He does in the locality. When a petition came in not go into the by-ways, but he follows the from a certain number of residents on a

well known highways. This service certainly does not require any new routes, and why you should employ persons specially to assist you in laying out these routes is something I cannot comprehend. I would be glad if the minister would give us any reason why he should require the special service of any person in a locality to point out the routes which have to be followed in carrying out the free rural mail delivery service. The free mail delivery is always established upon the representations of residents of a locality, these residents will always be able to supply any local information that is necessary, and I fail to see what special knowledge you will require outside of that supplied by the officers of your department.

Mr. PELLETIER. The system of which the right hon. gentleman speaks is the present system, but we intend to change that.

Sir WILFRID LAURIER. In what respect will you change it?

Mr. PELLETIER. The original idea was to have the rural mail delivery only on the routes which were established, and which are travelled over by the mail carrier. As time went on changes took place, and petitions were granted, in the time of my hon. friend from Rouville (Mr. Lemieux), ask-ing to have the rural mail delivery estab-lished on other roads than those which were travelled over by the rural mail carriers. These petitions were granted in a pretty large number of cases. The rural mail carriers now follow the route which they have followed in order to carry the mails from the different post offices to their destinations. New routes are being laid out for this rural mail delivery system which did not exist before.

The result is that the contractors who carry these mails now very often go over the same route as the contractor for the ordinary mail delivery, which means duplication, and we want to establish a system which will avoid that. We will have to map out a county or a district, and to do that, we will have to get the help of experienced men. Our experience in the county of South Waterloo is, that it would be advantageous in certain cases to em-ploy men who know all about the locality. I hope I have made my explanation clear.

Sir WILFRID LAURIER. My hon. friend has made the explanation perfectly clear, but it does not satisfy me. The rural mail delivery system has been in operation for some three or four years, and hitherto it has followed the most travelled routes

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thickly populated highway, it was thought advisable to give them a rural mail delivery, and that I quite understand, but so far as the selection of routes is concerned, that does not necessitate any more experience than is possessed by the inspectors who visit the locality. When the minister gets a petition for a rural mail delivery route, he sends his inspector who makes an examination of the district, how many inhabitan'ts are along the route, how many are likely to take advantage of the special service, etc., and the inspector reports accordingly. But according to this proposal of the Postmaster General, the inspector cannot use his judgment unless he hires the services of special residents of the locality, who, by reason of their skill and experience, are supposed to be able to help him in coming to a conclusion. I cannot see any possible reason for hiring all this extra help. If a petition is received and the superintendent visits the locality, he can easily talk over the matter with the petitioners and get all the information from them that it is necessary to get. If the post office inspectors are not able to do that for themselves, they are not as intelligent as I know them to be.

Mr. PELLETIER. Take the case of people wanting to have rural mail delivery established in their township which adjoins a township in which the system is already in vogue. The new system which is to be established at the request of these petitioners, has to be worked out so as not to clash with the system already in effect in the adjoining district. It seems to me that we will have to have someone who understands this kind of business and who will be able to make a plan for the department. I do not intend to travel all over the country in order to ascertain for myself which is the best course to adopt in every case. My right hon. friend has referred to our getting skilled persons in the locality, but that is not the way the Bill reads. It speaks of persons who, by reason of special skill or intimate knowledge of the district

Sir WILFRID LAURIER. Well, that means the locality.

Mr. PELLETIER. That would mean that I would have the right to select skilled people in Ottawa.

Sir WILFRID LAURIER. That is not the way it reads. It says:

The Postmaster General may also employ such other persons as are required, who, by reason of special skill or intimate knowledge of the district.

Sir WILFRID LAURIER.

The persons employed would be supposed to have intimate knowledge of the district.

Mr. PELLETIER. That means that there might be two persons employed, one having special skill and the other having an intimate knowledge of the district.

Sir WILFRID LAURIER. That is worse still.

Mr. MACDONALD. Where is the Postmaster General going to get men of special skill who are not already connected with the department?

Mr. PELLETIER. We expect to appoint very few if any, but we want this power if it should be needed.

Mr. MACDONALD. Where are you going to get men with special knowledge as to the operation of rural mail routes who never had any experience of it whatever? You must find men of special skill in the department.

Mr. PELLETIER. We have no surveyors in the department, for example, who would be able to make a plan of the different routes. A skilled person here means somebody like a surveyor, who, even if he is not a surveyor, will be able to make us a plan and a report on which we could work.

Sir WILFRID LAURIER. To my mind that is not sincere, and I say so with all due deference to the Postmaster General. The hon. gentleman never gave a mail contract for carrying the mails from one point to another without his inspector making a sketch of the locality, and there are thousands of such sketches in the department now, covering, I should think, almost every mail contract that has been given. Surely, the officers who have made these sketches can make a sketch of these rural mail delivery routes, just as well.

Mr. PELLETIER. I admit that to be quite possible to a certain extent, but still when we are going into a scheme like this, we had better have this power in case we should need it.

Mr. PARDEE. Is it the intention of the Postmaster General to establish a general rural mail delivery everywhere?

Mr. PELLETIER. It is the intention to establish rural mail delivery everywhere we decide it is necessary.

Mr. PARDEE. That means when it is petitioned for?

Mr. PELLETIER. No.

Mr. PARDEE. It will not be necessary to wait for a petition at all, because I would point out to the Postmaster General that whenever there is a petition there is always a route laid out, and it is very easy for the inspector to say whether that is a proper route or not. There is no special skill required because every petitioner knows his own locality, and there is no need for the payment of any special officer with a definite knowledge of the locality.

Mr. SHARPE (North Ontario). My hon. friend (Mr. Pardee) must remember that those who forward the petition want to be served themselves, and the idea of the Postmaster General is to lay out a comprehensive plan so as not to be duplicating the service.

That is what I asked, Mr. PARDEE. and he answered that he did not know.

Mr. SHARPE (North Ontario). If the population and other reasons justify the establishing of a rural mail delivery in a district the Postmaster General will send the superintendent from the head office, who will confer with the local people who have an intimate knowledge of the situa-tion, and he will lay out a plan for one or two counties. That would meet with the general approval of the whole people. What the farmers of this country want is a more general system of rural mail de-livery, and the minister is meeting that demand. I think it is a very popular measure.

Mr. CARVELL. I agree with my hon. friend that we want a more general system of rural mail delivery; but what we object to is the creating of a number of new offices for political friends. It is not necessary for any one to come to my constituency to tell the people what they require in the way of rural mail delivery, and what is true of  $my \cdot constituency$  is true of every other in Canada. The member for a county, or the defeated candidate, if he has the patronage, can give the necessary information to the post office inspector, and it is all nonsense to talk of requiring a surveyor or any one else from outside to go and lay out the routes. It is only creat-ing more offices for the faithful. I think the first rural mail delivery route established in Canada was in my constituency, and there are perhaps more of these routes in that constituency than in any other of equal size. It runs right along the boundary line of the state of Maine, where rural mail delivery exists in its most highly de-veloped form. Therefore, there was a great demand for rural mail delivery, which the former government met to as great an extent as possible. How was the system worked out? The people said, we want a rural mail delivery. Then the post office inspector was applied to. He brought his knowledge to bear and I brought mine, and the people all over the district were consulted, and so the scheme was worked out in every case to the satisfaction of the peo-l large enough for a separate route. 1931

ple. If any special officer were appointed for any constituency in Canada, he would have to go for information to the post office inspector, as well as to the member or the defeated candidate who has the patronage, so that all the money paid to these special officers would be thrown away on political friends.

Mr. SHARPE (Ontario). Are all the concessions in the hon. member's constituency served?

Mr. CARVELL. No, there are many places in my constituency where the system could be extended, and I sincerely hope it will be. What I am pointing out is that the hon. Postmaster General does not need these extra officials. He has all the ma-chinery now that he requires.

Mr. PELLETIER. I see now what is the crucial point for hon. gentlemen opposite. They seem to be afraid that we might give something for some of our friends to earn.

Mr. CARVELL. Not what they earn, but what they will not earn.

Mr. PELLETIER. My intention is to make every possible effort to have a rural mail delivery established, and I shall be responsible to parliament for what I shall have done. We shall not waste money on patronage. I intend to work this out with the help of my officers, in a businesslike way, and not use it for patronage. There will be no patronage about this except in cases where it will be absolutely necessary.

Sir WILFRID LAURIER. That is a very proper intention on the part of my hon. friend, but I would not like to lead him into temptation, as I fear he would yield to it. If he keeps this in the Bill, he may be sure that temptation will come to him. My hon, friend had better not expose himself to temptation, but strike it out altogether.

Mr. BORDEN. He is more able to resist temptation than my right hon. friend.

Sir WILFRID LAURIER. Possibly, and my right hon. friend does not pay me a very great compliment either.

Mr. THOBURN. This winter I have been waited upon by four or five deputations who wanted rural mail delivery established in the county which I have the honour to represent. I can clearly see the necessity of appointing some person to lay out the routes, for this reason. These deputations represented certain sections of the county, and if rural mail delivery were established in the sections where they wanted it, there would be other sections that would have no rural mail delivery, because the sections not re-presented by the deputation would not be At

present there is a rural mail delivery cov-ering a distance of about 15 miles in one section of my country. The mail carrier of one post office goes to another post office 15 miles distant and back again. I understand that the department does not want that sort of mail delivery continued, but wants a circuit so that the mail carrier will not be travelling over the ground twice. One thing I want to draw to the attention of the Postmaster General is this: There are some counties in the province of Ontario-and I suppose the same thing applies to all the provinces-where a rural mail delivery is needed much more than it is in other counties. For instance, in the county which I represent we have no railways traversing the country. The main line of the Canadian Pacific railway runs parallel to the boundary line between Lanark and Carleton, and we have no railway service through the country. Many of our people have to travel from eight to ten miles in going to and from the post office. Counties so situated have much greater need of rural mail delivery than counties which are pretty well traversed by railroads.

Mr. CARVELL. Is there any official that the government could appoint who would be able to lay out the routes as efficiently as the hon. member himself?

Mr. THOBURN. I would not like to undertake to lay out the routes myself. I am not surveyor enough for that, and it would get me into endless trouble as the hon. gentleman ought to know. But there is a necessity for some independent person to lay out the route.

Mr. CARVELL. I will just ask one more question and then I am done. When the independent person lays out the route, will the hon. gentleman (Mr. Thoburn) promise not to exercise any supervisory power over it, or will he allow it to go—

Mr. THOBURN. That would depend altogether upon circumstances.

Mr. LEMIEUX. Being somewhat interested, as this system was started under my administration of the department, I desire to say a few words. During the time I had the honour to be Postmaster General I granted rural mail delivery routes without any regard to the political complexion of the constituencies, as my hon. friends opposite can well verify.

Mr. EDWARDS. I take exception to that.

Mr. SHARPE (North Ontario). So do I.

Mr. LEMIEUX. The system established was very simple. A petition was sign-Mr. THOBURN.

ed and sent to the department and provided it was signed by fifty per cent of the patrons along an existing mail route, it was immediately handed to Mr. Anderson, a very valuable officer of the department and one who performed his duties most creditably, and was by him transferred to a local post office inspector. That inspector would make a report, and then tenders would be called for; because as everyone knows, it costs more to deliver mail matter by the system of rural mail delivery, than it costs otherwise. Then, Mr. Anderson, who was the recipient of the reports from the various inspectors, would report to the Postmaster General, who would pass on any case handed to him. The reason why the rural mail delivery was made applicable only to mail routes in existence, was that we had the experience of the United States to guide us. And I warn my hon. friend (Mr. Pelletier) that if he wishes to maintain a respectable surplus in his department, he must not imitate the United States too closely. In that country they adopted universal rural mail delivery, and have found that it meant a yearly deficit of \$30,000,000. We have an equally large territory with the United States, and have greater difficulties to face in this service. Climatic conditions of settlement are more favourable in the United States than in Canada. There are a specially large number of rural mail delivery services in Ontario, which province is entitled to them, not only because it is the most populous province, but because of the large postal revenue which it yields. The maritime provinces are served in a less degree, and there are services also in the western provinces. But if my hon. friend (Mr. Pelletier) goes too far hon. friend (Mr. 1011) of in the establishment of rural mail delivery, he will find that the revenue of cf the department is not sufficient to cope with the demands that would be made upon I quite agree with the hon. gentlehim. man that if he goes farther into the granting of the rural mail system, he will have to increase his staff a little. He will have to increase his staff here at Ottawa. I would suggest to him, and I am sure it is already in his mind-to appoint Mr. Anderson as the head of that branch, because he understands it thoroughly. He might give Mr. Anderson an assistant or two. As regards the making of the various routes in the several constituencies, I think it would be far better for him to increase, if need be, the staff in the various inspection branches. That is where the reports are made; and from each inspector's office can be sent out, the assistant inspectors to map out the routes. In matters of this kinds we must not accept too readily the decision of the people in the constituency. Because some will insist upon one route, others upon another. My own experience teaches me that you have trouble enough in these constituencies, if you listen to every faction or party. The best way to settle any difficulty is to send the inspector or assistant inspector. And that is why, I think, my hon. friend is quite right in having a general superintendent for rural mail delivery and in reinforcing the inspection branches.

Mr. THOBURN. What does the hon. member mean by 'inspection branches'?

Mr. LEMIEUX. Each province is divided into districts for each of which there is an inspector. These officers have a thorough knowledge of their several districts. If it is intended to extend the rural mail delivery, I have no objection to that, and I agree that the province of Ontario in this respect, is entitled to special consideration. But in expanding the system, the Postmaster General will be wise in accepting the judgment of the inspectors. They are the ones who know. If any other plan is attempted, trouble will result, and the department will be accused of being biased by political partisanship. Try to put this question outside of party politics; leave the management of the rural mail delivery system to the regular channels of departmental action,which is another way of saying: Trust to the inspector, the inspector in each district. Objections and representations are sent to him. He sends his assistant to the locality to learn the facts there. He learns the opinions pro and con, and maps out the route and reports to the Postmaster General. And on that report the Postmaster General gives his judgment.

I think that is the only way to give satisfaction to the public. I quite agree that the system needs a little reorganization in the personnel. Mr. Anderson, one of the heads of the department here, was given the work of preparing the records, filing the reports of the inspectors. He has been overworked, and I quite agree that he should be relieved of other duties and be given charge especially of the rural mail system. You must have a trained officer and a conscientious officer, because you can easily drain the revenue of the department if you give way in this matter. I noticed in my time that demands came especially from the border counties where the people had seen the system in operation in the United States. In these districts the inspector should be given assistants in order to map out the routes which

may be demanded. I do not think that you will reach a satisfactory solution by appointing people in the different constituencies at random. The system must be kept entirely apart from politics. This legislation is needed for the central office here at Ottawa and for the various inspection branches. My hon, friend should stop there for the present and wait until he sees how it will work out.

Mr. BEST. A short time previous to the 21st Sepember last, a rural mail route was established in the western part of the county of Dufferin. Would the hon. gentleman say whether he granted that route in response to the petition of the patrons on it or to the request of Mr. McCuaig, editor of the local Liberal paper?

Mr. LEMIEUX. Prior to the 21st of September last, I was not Postmaster General, I was Minister of Marine and Fisheries. But my hon. friend's motion simply emphasizes the obvious fact that if you are going to adopt a system more extensive than the one adopted under my administration you have to start right at the beginning, you must have a superintendent here in Ottawa, give him a few special officials, and in addition to the regular post office inspectors in the different provinces, other officials under his control, who will study the conditions in the various constituencies.

Mr. SHARPE (North Ontario). The hon. gentleman is not in favour of the suggestion of the hon, member for Carleton, that the representatives should be allowed to map out the routes?

Mr. LEMIEUX. When I was Postmaster General, and when we inaugurated the system, the petition was generally addressed by the patrons through the member to the Postmaster General, who referred it to Mr. Anderson of the Post Office Department, who in turn sent it back to the inspector of the district. The inspector of the district made his report. Of course I do not blame the minister in charge of the department for consulting the member.

Mr. SHARPE (North Ontario). You would not want the member to fix the routes?

Mr. LEMIEUX. I would not say he was the proper man to fix the routes because he might discriminate, but if you want to avoid trouble in the constituencies and prevent people from saying that you are favouring one district as against another, you must leave the selection of the route to an independent official, and that independent official is the inspector.

Mr. PELLETIER. That is absolutely what the Bill says.

Mr. LEMIEUX. No.

Mr. PELLETIER. A word with reference to Mr. Anderson. I entirely agree with what the hon. member for Rouville has said about Mr. Anderson. He is undoubtedly qualified to fill the position, he is a firstclass official, but I shall not be able to appoint him to this position because, while, of course, there is never an indis-pensable official, I do not know how we would dispense with his services in his present position in charge of the depart-ment of contracts. He has the contracts at his fingers' ends, and I do not see how we could replace him. I have in mind another official whose appointment I shall recommend, and I am sure my hon. friend will endorse it, that is the Post Office Inspector at Ottawa. I am happy to say that I shall be able to promote another officer now in the department to fill the position thus vacated. The suggestion to We increase the staff is a proper one. shall keep the staff as nearly as possible as it is to-day with a superintendent and one or two other officials, and rather en-gage occasional help outside. Possibly next session when we have had more ex-perience we will be able to amend this Bill. In the county of South Waterloo, which we have had mapped out, Mr. Ross, the General Superintendent, went to the county and took with him three of our inspectors. They considered the work so serious and so difficult that the four of them put their heads together in order to map out the county, and they thus prepared a report which is very satisfac-tory. They have met the municipal councils, they have met the patrons; everybody without any political distinction or difference was invited to discuss the project.

Mr. LEMIEUX. I would ask my hon. friend what departure he is going to take as regards mapping out districts? Is he going to maintain the principle that only existing mail routes will have a rural mail delivery, or he is going to extend it?

Mr. PELLETIER. If I was going to use only existing mail routes now 'travelled over by the couriers, I would not be here with this Bill. I mean to do more than that.

Mr. LEMIEUX. I suppose my hon. friend is also going to maintain a policy of letting each patron pay for his box.

Mr. PELLETIER. Yes.

Mr. MACDONALD. There seems to be a misapprehension on the part of hon. gentlemen opposite with regard to the attitude some of us on this side are taking in discussing this Bill. Every one agrees in the desirability of having machinery that will be the most efficient in operating a rural mail delivery. With regard to the first two sections, no one on this side offers

Mr. LEMIEUX.

any objections. But when my hon, friend proposes this section 3 he is proposing something that requires the greatest possible scrutiny, with regard to which he has not given us satisfactory explanations. He tells us that when he is given power to employ cerain persons, who, by reason of special skill and intimate knowledge of the district, may be of service in laying out routes, the only kind of man he can suggest who is not already connected with the service is a land surveyor. I would like to know what he is going to do with a land survevor in determining the feasibility of a rural mail route. A land surveyor can measure distances and report how far it is from one place to another place, but he has not the information that a post office inspector cannot get without a land surveyor.

Mr. PELLETIER. I did not speak of a land surveyor only. I said a land surveyor or somebody else who would be able to make plans for me. The men who are now engaged in this business came back with a plan very well made, with a full report on the matter.

Mr. MACDONALD. Is my hon. friend going to say that the very complete maps which every post office inspector has are of no value? Is he going to employ a local men who happens to be a land surveyor, to report as to the feasibility or probable advantage of inaugurating a rural mail delivery one way in preference to another way? Are these men to be local men in each particular county? Are they going to make reports upon which the department will act?

Mr. PELLETIER. They are going to act under the inspectors.

Mr. MACDONALD. Then the inspector is going to be a man whose knowledge is apparently to be regarded as of no value. Is he going to employ some one who, on account of their special skill and special knowledge, will control the inspector's judgment? Now, who has the training that entitles him to be regarded as a man of special skill with reference to such a question as this? If they are not to be found in the Post Office Department today, where are they to be found? Is a land surveyor a man of special skill, whose advice my hon. friend is going to accept as controlling the judgment of his inspector? Is my hon. friend going to send the post office inspector to any particular county and say to him: You must consult Mr. So and So, he is a land surveyor, he is a man who knows that county pretty well? There is not a post office inspection district in this country where there are not to be found to-day men who have a more intimate knowledge 6097

of the location and the public advantage to be gained from the operation of a rural mail delivery than any land surveyor, and are you going to overlook him and take some one else in that county because he is of a certain political faith? My hon. friend smiles, he wants us to accept his unctuous assurance that he is above any such thing as the employment of partisanship. But I do not think he has reached that stage of perfection yet. Under the language of this section my hon. friend will find no one in any constituency with the special skill or intimate knowledge that he would like to find, that are not possessed by men in his department. If he goes outside his depart-ment he will employ political friends, per-haps he will apply to the secretary of the patronage committee in the county. Then what is my hon. friend going to do with the post office inspector's staff? Why does he not take power to increase the staff in each district? If he is going to inaugurate a wholesale system of rural mail delivery, let him extend the staff in each district, so that he may have permanent men who would be experts in regard to this matter. My hon. friend can have no possible reason for putting that section in the Bill ex-cept a desire to get additional political patronage. What is to be the status of the men he is to employ? Are they to be em-ployed continuously? Is this man with special skill in regard to rural mail delivery matters to be employed in each county, or only in one county, or taken from one county to another? If there is such a man why does not my hon. friend put him on the staff and keep him there permanently?

Mr. PELLETIER. We will try the experiment. It is provided in section 3 that these men are to be temporary, and if we find out after a year's experience that my hon. friend is right then we can discard this system.

Mr. MACDONALD. Has my hon. friend in mind to-day any man in Canada possessing this special skill which he could utilize in regard to these matters, outside of his department?

Mr. PELLETIER. This is an experiment, we will see how it works out. I would like to spend as little money as possible in the organization of the staff, and keep as much money as possible for the actual operation of a rural mail delivery. The suggestion made by the hon. member for Pictou (Mr. Macdonald) and the hon. member for Rouville (Mr. Lemieux) that I should increase my staff, is one which I would adopt at once if clause 3 were not in this Bill. But I expect that with the present staff I will be able to work this out, at least until next session. I may have to employ men who under the present Civil Service Act, would not be able

to pass the examinations, and answer such ridiculous questions as those that the hon. member for Simcoe (Mr. Bennett) read in this House the other day. I would dislike to increase the present staff; but if I have to do it, after making this experiment, I will ask parliament next session for authority to do so, if we find then that the criticisms of hon. gentlemen opposite have turned out to be correct. But the officers of my department, who know something about it, and who know more about it than hon. members and myself, say that this is the proper thing to begin with. Why not try it?

Mr. MACDONALD. If my hon. friend the Postmaster General were able to give the committee the reasons that his officials have given him, together with any infor-mation with which they have furnished him in support of those reasons, so that we here, having the responsibility, could form any judgment in connection with the matter, we would be able to see if my hon. friend had any justification for his position. I quite agree that the officers of the department know more than I do about this matter and possibly more than the minister knows about it. But the position that the minister takes that the only man who has any special knowledge outside of the post office department is. a land surveyor who can furnish the department with a plan, to my mind, is absurd. I do not care what official in his department may have in-structed him to make that statement, I repeat, it is absurd. Are these people going to make any report to the department, are they going to be officials of the depart-ment and is the department going to receive reports from them? Is the minister going to have any limitation whatever in regard to expense? The Minister of Fin-ance (Mr. White) announced a surplus about ten days ago. It seems to have been the mission of every one of his colleagues since that time to introduce Bills involving large expenditures which will reduce and possibly do away with the surplus. I warn the Minister of Finance that if he is going to allow his colleagues to take power, without any regulation, absolutely disregarding the Civil Service Act and without any limitation whatever, to incur expenditures of this kind, the hon. gentleman who sits on his left, under this section of the Act, will be able to employ in every county in Cana-da a number of men whose salaries may be so large as to wipe out my hon. friend's surplus altogether and thus add to the other difficulties which he has to encounter. My hon. friend tells us that he wants to have the special services of men who are familiar with these different localities—

Mr. PELLETIER. Men of intimate knowledge.

Mr. MACDONALD. There is not a political partisan in any county for whom my hon. friend cannot under this section fur-nish employment. I say that he should employ the men in the post office inspect-or's department. It is open under this section to the hon. Postmaster General to employ in every constituency in Canada men without any qualification except that they may be recommended by the member to handle the patronage in regard to the rural mail delivery.

Mr. BLAIN. I fear that the hon. member for Pictou (Mr. Macdonald) is speaking from experience.

Mr. MACDONALD. I handled the patronage myself.

Mr. BLAIN. It is from that standpoint that I suggest to my hon. friend that he is speaking from experience. This is the clause under discussion:

The Postmaster General may also employ such other persons as are required who, by reason of special skill or intimate knowledge of the district, may be of service in facilitat-ing the progress of laying out the routes and other work incidental to the rural mail delivery service. Such persons shall, out of the appropriation provided by parliament for the said service, be paid such amounts as are determined by the Postmaster General

My understanding is not that the hon. Postmaster General (Mr. Pelletier) shall hand over the laying out of these routes to a surveyor as my hon. friend states. My understanding of it is that such a person employed by the government will co-operate with the officers in my hon. friend's department and with the Postmaster General himself. It may be that the special officer provided for shall draw the plan, but he will not determine the location. I presume he will work in co-operation with the inspector in order that they may be able to lay down for the minister such a ment in regard to the extension of the rural mail delivery. I take issue with my right hon friend the leader of the opposition (Sir Wilfrid Laurier) when he points out to the committee that it would not be well to disturb the old routes throughout this country. I think that many of the old routes should have been disturbed long ago. I said so when I was sitting on the other side of the House. I do not think the Postmaster General could appropriate and spend money more in the interest of the people of the country than by re-arranging the routes. I think that such a rearrangement would serve the interests of the people better than the present routes and be a great saving in the expenditure These routes were laid out of money. twenty-five, thirty and even fifty years ago. In many counties they have not been the fact that hon, gentlemen opposite criti-

Mr. PELLETIER.

changed in all that time. They started from one railway station thirty years ago and the mails are carried over the same old route, notwithstanding the fact that another station has been located in the meantime very much nearer. Under this meantime very much nearer. Under this old arrangement many men receive their mail at five o'clock in the afternoon, when, if the routes were properly arranged, they would get it at nine o'clock in the morn-ing. I think the number of carriers should be increased, that there should be more carriers, and that they should have shorter routes, starting from the nearest railway station and not being required to travel all day from seven in the morning until eight at night. By virtue of this clause which we are now considering, the Postmaster General will receive such information as will assist him in carrying out that work in connection I think my hon. with his department. friends on the other side of the House are rather speaking from the partisan standpoint. When my hon. friend from Pictou (Mr. Macdonald) was speaking, I could not help but think he was speaking from the partisan standpoint. When my hon. friend from Pictou

Mr. MACDONALD (Pictou). You are not, of course.

Sir WILFRID LAURIER. What is my hon. friend (Mr. Blain) speaking of now?

Mr. BLAIN. I am speaking in the inter-est of the public. The party of the right hon. gentleman cannot take much credit for the introduction of the rural mail delivery system into this country. The right hon. leader of the opposition and his supporters on the other side voted against the first resolution that was introduced into whom credit is due for the introduction of this system it is not my right hon. friend and his party or the hon. ex-Postmaster General (Mr. Lemieux), although it was during his reign that it was introduced. It was introduced because they were driven to do it. They made the announcement on the eve of an election that they would do it, notwithstanding the fact that they had voted against it in the House. Of course that is in 'Hansard' as my right hon. friend knows. It is said that this will involve a very great expenditure of money. I think the hon. Postmaster General will require some further assistance in his department in order that this matter may be properly arranged. I think that, in so far as possible, partisanship should be kept out of the rural mail delivery service. The counties represented by hon. gentle-men on the other side of the House should be served as well as those represented by hon. gentlemen on this side of the House. Why should they not? Notwithstanding

cise my hon. friend the Postmaster General, I think that it is only proper to give the same privileges to those counties represented by hon. gentlemen opposite as to those counties represented by our friends on this side of the House. I have confidence that the Postmaster General will do the right thing in that respect. He is commencing well by undertaking to see if a better service cannot be given to the people, and I think that my right hon. friend the leader of the opposition and his supporters will be doing the country a good service by lending co-operation to my hon. friend instead of indulging in keen partisan criticism such as we have heard this afternoon.

Mr. EMMERSON. I fear that the days of political cant are not entirely over. I am in sympathy with the objects of this Bill and I resent being charged with partisanship—

Mr. BLAIN. I do not know many hon. members of this House who have preached more political cant than the hon. member for Westmorland.

Mr. EMMERSON. I am very sorry that my hon. friend (Mr. Blain) feels called upon to be personal. I made no personal remarks. I am sorry that he seems to think the cap fits him so well.

Mr. BLAIN. I thought I would put it on the right person.

Mr. EMMERSON. I wish to discuss this question entirely apart from personalities, but when criticism from this side of the House is stated to be made because of partisanship, and the claim is put forward by hon. gentlemen on the other side that they are entirely free from any such colouring, it seems to me the days of political cant are still with us. I am in entire sympathy with the object of the Bill, but I do look with great suspicion on the experiment which the Postmaster General is going to make under the authority given him in section 3. If he wants to make an experiment why not experiment for this year by utilizing the officials of the Post Office Inspectors' Department in the several provinces, and if necessary let him supply additional clerical assistance.

Mr. BLAIN. I do not understand that the Postmaster General proposes to discharge the officials, and to leave this matter altogether to these special officers.

Mr. EMMERSON. I am not endeavouring to explain to the House what my hon. friend (Mr. Blain), understood; I am endeavouring to explain my views on section 3 of the Bill. For instance, in the province of New Brunswick, I can tell the Postmaster General, from my own per-

sonal knowledge, that he has Dr. Coulter, the inspector, Mr. Whittaker, who has been connected with the Department for years, and Mr. Thompson, who has travelled every highway and byway in the province on his bicycle, to whom he can safely trust the carrying out of this proposal. These gentlemen are required to go over every one of the routes annually, to make an inspection of every post office in the province, and they have knowledge of the postal conditions in the province that few possess. They are familiar with every foot of every mail route, and with the conditions prevailing with regard to them. This Bill takes power to appoint temporary officers to discharge duties which appertain to the office of the regular post office inspector, and that power is fraught with possible evils as well as being a reflection upon the department itself. These outside temporary employees cannot have the same sense of responsibility as have permanent officials, whose future in the service is dependent on a proper regard for the duties of their office. I think the proposal in section 3 of the Bill will be found to be an entire failure.

Mr. PELLETIER. That may be.

Mr. EMMERSON. Then why try it at all; why not experiment with your own officials whom you have now in your employ?

Mr. PELLETIER. The Bill says that we are going to put this in charge of the inspectors; is not this much ado about nothing?

Mr. EMMERSON. There can be no question but that the post office inspectors and their assistants can do this work, and that being so there seems to be lurking in this scheme a desire to throw special jobs to this one or that. None can have more intimate knowledge of the district in relation to the postal routes, and the re-quirements of the patrons of the post offices than the men whose duty it has been for years to travel to and fro on the several routes, and who come in frequent contact with the people. I do not wish to impute motives to the Postmaster General, but, judging from the Bill, and from the explanation he has endeavoured to give of it, it seems to me there must be some purposes other than the best interest of the rural mail service, behind the scheme. We have been talking in this House for years about improving the civil service and some improvement has been made in the inside service, but here we have a provision which is a direct slap at I strongly oppose this for the reasons I have given.

Mr. EDWARDS. It must be evident to every person who has listened to them that hon. gentlemen opposite are developing into great hunters. There has not been a Bill brought before this House this session but they have been hunting for the Ethiopian in the woodpile. The Bill seems to me to be only what is fair and right. In the second paragraph it states that this special rural mail delivery branch shall consist of the post office in-spectors and their staffs, all of whom shall be in the outside service. No person has taken any exception to that. In subsec-tion (c) it states that the Postmaster General may—not shall—not that he is going to appoint persons to take the place of the inspectors—employ such other per-sons as are required. If they are not required, he will not employ them. What objection is there to employing other per-sons who have a special knowledge of a certain district to assist the Post Office Inspectors in laying out proper routes? The hon. member for Pictou (Mr. Macdonald) said that it was only a matter of driving along the road and counting the number of people who lived along the various concessions. I do not think the hon. gentleman is right in that at all. A few weeks ago some gentlemen came here from the county of Leeds. They had mapped out very carefully the routes in a township which adjoins a part of the county which I represent. While that map was no doubt satisfactory to those gentlemen who pre-sented it, yet, when it is placed alongside the county I represent, I have no hesitation in saying that, excellent as the routes were, if you once undertook to put those routes into operation, it would mean overlapping, with a needless expenditure of money where money could be saved. You cannot expect the people of the county of Leeds to concern themselves about routes in the county of Frontenac, nor the people of the county of Frontenac to concern themselves about routes in the adjoining county of Leeds. It is going to be a very difficult matter to map out these routes so as to make them as serviceable as possible with the least expenditure of money. I have given some thought to the matter in regard to my own county, and I can see a great many difficulties in the way. Although I am pretty well acquainted with the different parts of the county, there are persons better acquainted with it than I am, and with special knowledge of the roads at certain seasons of the year, who might be employed advantageously to assist the post office inspector and his staff in laying out the proper routes. It is quite true as the hon. member for Mr. EMMERSON.

Rouville (Mr. Lemieux) says, that the province of Ontario is entitled to special consideration in regard to rural mail delivery. The hon. gentleman has evidently changed his mind on that subject. If we could judge him by his acts when Postmaster General, there was not anything in his action then to lead one to believe that the province of Ontario was entitled to special consideration or even fair consideration.

Mr. LEMIEUX. Where do you get that?

Mr. EDWARDS. During the time the hon. member was Postmaster General, although his department obtained most of its revenue from the province of Ontario, the percentage of increase in the number of post offices in that province during his régime was less than in any other part of Canada.

Mr. EMMERSON. An old and well-settled province.

Mr. EDWARDS. So it is; but when the hon. member for Rouville boasted in this House of his surplus in the Post Office Department, I told him that he had no right to boast of a surplus so long as there were many people in the province of Ontariwho had to travel eight or ten miles for their mail. If there is one department of the government which is not entitled to a dollar of surplus, it is the Post Office Department. Every cent of the revenue of that department comes directly out of the pockets of the people and should be spent in giving bether postal facilities in the rural districts. There is no department where a deficit could be so properly defended.

Sir WILFRID LAURIER. Already talking of deficits.

Mr. EDWARDS. In talking of deficits I am talking of something which the right hon. leader of the opposition and every other Liberal member of this House thoroughly understands the meaning of. It is quite right that a large amount of money should be expended.

Mr. LEMIEUX. In Frontenac?

Mr. EDWARDS. Yes in Frontenac, and I believe we have in the present Postmaster General a gentleman who will be more disposed to give justice to the county of Frontenac than was the hon. member for Rouville when he was Postmaster General. The present Postmaster General will not be pulled aside for party reasens, as my hon. friend from Rouville was.

Mr. BELAND. Don't be too sure.

Mr. EDWARDS. I have no complaint to make thus far of the present Postmaster General.

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Mr. LEMIEUX. I relied on the inspector, and he made reports on the constituency of the hon. gentleman, and out of the two post offices he asked for one was refused.

Mr. EDWARDS. Let me call attention to what transpired in the last House. I applied to the hon. member for Rouville when Postmaster General to establish a post office just inside the limits of the city of Kingston, which would only have cost the department the postmaster's salary, there being no extra cost for carrying the mails.

Mr. LEMIEUX. Was that in the county of Frontenac?

Mr. EDWARDS. Let the hon. gentleman (Mr. Lemieux) possess his soul in patience. He is so fond of hearing the sound of his own voice that he cannot even give ordinary courtesy to another member when speaking. Yet there is no member of this House who is so sensitive about interruptions when he himself is speaking as is that hon. gentleman. I asked the hon. gentleman, who was then Postmaster General, to establish that post office and the only suitable place in which it could be established was inside the limits of the city of Kingston.

Mr. LEMIEUX. Hear, hear.

Mr. EDWARDS. But after I had explained the matter he said: Your request is reasonable. And he wrote me a letter, which I still have in my possession, that the office should be established, and only awaited the naming of the proper postmaster. He agreed to my request that the people should have this office which would save them travelling three-quarters of a mile into the city of Kingston and back. He agreed to everything until the hon. member for Kingston at that time (Mr. Harty), came to him and said: I don't want this post office established and you must not establish it. And the hon. mem-ber for Rouville (Mr. Lemieux), big man though he assumes to be, was not big enough to do justice and to accede to the demands of the people, but refused to es-tablish the office which he himself had said ought to be established. That is the meas-ure of the former Postmaster General. I have every reason to hope and expect that in the present Postmaster General I have a man of larger calibre to deal with, a man from whom I shall get justice for the peo-ple of Frontenac which was denied by the former Postmaster General. So far as Frontenac is concerned, if the hon. member for Rouville wants to go into the details, I will give him all the details he can wish for, and some that do not reflect very creditably on himself. He was in the habit, in times past, when Postmaster General, of thinking he was a great man. He never tleman was refused in the two applications

appreciated the fact that the people were loth to criticise because they were afraid that if they did they would not get a post office here or something else there. It did not mean at all he was not open to criticism. I venture to say that if you go carefully into his management of his Post Office Department you will find as gross cases of mismanagement as are to be found in any of the departments of the late government and that is saying a great deal.

There are absolutely no grounds for the objection taken to section 3 by the hon. gentlemen opposite. These hon. gentlemen are merely keeping in mind what they have done in the case of other Bills. It has appeared to them to be necessary to do a certain amount of kicking, a certain amount of blocking; and they have done in the case of this Bill what they have done in others. Section 3 merely permits that the post office inspectors avail themselves of any knowledge in the district which might be available and which might be of assistance to them in mapping out the mail routes. It does seem to me that the objection is merely making a mountain out of a mole hill-and making the mole hill out of nothing. It is simply taking up time uselessly and blocking the Bill for reasons which do not exist. I say, let the Post-master General and his staff go ahead with this work; let the Postmaster General utilize the knowledge possessed by the district inspectors or any other information they may obtain so as to map out the rural mail routes and give the people in the country districts the service they ought to have.

Mr. LEMIEUX. In answer to the statements of the hon. member for Frontenac (Mr. Edwards) I wish to say this: In the first place, the hon. gentleman, when I was Postmaster General, was treated by me with the same courtesy as every other hon. member in this House. On two occasions he applied to the Post Office Department, in the regular way, for the establishment of post offices. One of these, as he said, was not in his own constituency, and the other was in his own constituency, at Sharbot Lake, I think. In neither case did I consult Mr. Harty, though in one of them I should have done so since it related to his constituency. But I consulted one of the oldest post office inspectors, an officer appointed by the friends of the hon. member (Mr. Edwards) and on both occasions, as the hon. gentleman will find from the report on file in the Post Office Department, this inspector, Mr. Merrick, reported against the application of the hon. gentleman, and I, as Postmaster General only followed the advice given me by Mr. Merhe made, one of which did not concern his constituency. But the hon. gentleman (Mr. Edwards) wished to overrule the officer of the department, and to this I objected. And if I were again Postmaster General I would do the same thing.

Mr. BENNETT (East Simcoe). But you are not there.

Mr. LEMIEUX. I am not there. Neither is the hon. member for East Simcoe (Mr. Bennett) there. Neither is the hon. member for Frontenac (Mr. Edwards) there. But the Postmaster General (Mr. Pelletier) is there. And I daresay the Postmaster General will follow the advice of his inspectors and not the politicians of any constituency.

Mr. EDWARDS. In answer to the statement by my hon. friend (Mr. Lemieux) that he acted on the advice of the inspector of the district, I presume that the letter he wrote me, saying he would establish the office where I asked, was written after he had consulted the inspector. For I have that letter in my possession. And it was in this House, and within a very few feet from where I now stand, that the hon. gentleman (Mr. Lemieux) told me to get the post office established outside the city limits. He said: 'Mr. Harty objects to the post office within the city.' These are the facts, and he knows it.

Mr. LEMIEUX. They are not the facts.

Mr. EDWARDS. Well, putting my statement against his, I can only add this, that I have his letter in which he consented to establish the post office in Williamsville.

Mr. LEMIEUX. The facts are the following:

Some hon. MEMBERS. Order.

Mr. LEMIEUX. I wish to say a word in answer to the hon. gentleman (Mr. Edwards), who started this discussion about these post offices at Kingston and Fronte-The hon. gentleman came to me and naic. reported to me when speaking on the subject that the office was in his own constituency. I said: Certainly, I have no objection. It was only afterwards, that I found that it was not in his constituency though it had been represented to be in his constituency. It was through Mr. Harty that I found that a misrepresentation was being made. Then, I referred the matter to the post office inspector. And the hon. gentleman will find the report in the department against his application; and I acted upon that report. These

Mr. LEMIEUX.

are the facts. And I say, that I never, in my official connection with the Post Office Department, refused a legitimate request made to me. But the hon. gentleman wanted to manage the affairs of Kingston, and the hon. member for Kingston objected. And the post office inspector objected and I followed the advice of the officer of the department.

Mr. EDWARDS. I can prove that the hon. gentleman (Mr. Lemieux) knew from the start, from the very first, that the application was made for the post office to be just inside the city limits. I can show that by his own correspondence.

Mr. HENDERSON. I am more concerned with what is to come than with what has occurred in the past, and consequently, I will refer only to what I hope is coming.

Mr. LEMIEUX. You were well treated although you sat on this side of the House. Only the member for Frontenac was illtreated.

Mr. HENDERSON. I have no complaint to make. I know nothing of the matter to which the hon. member for Frontenac spoke. Owing to some important depart-mental duties I was absent when the minister introduced his Bill to-day. I would like him to outline his scheme for giving effect to rural mail delivery. I am receiving letters almost daily inquiring how this scheme is to be carried out. I have in my possession and have from time to time received letters and petitions from people in my county who are planning out little short rural mail delivery routes of which they would approve. I have advised these men that it would be better to wait until the Postmaster General had developed his scheme as I did not think it would be wise to have many of these short routes mapped out with no general system as it would be difficult afterwards to work out a plan that would cover the whole ground. I understood the policy of the Postmaster General to be that he would put an expert into a township or county who would map out a system that would cover the whole district. I have persuaded my people not to trouble the Postmaster General until he had explained his scheme to the House. By this Bill I understand he proposes to have certain officers for this purpose. Exception has been taken, especially by the hon. member for Westmorland (Mr. Em-merson), to these officials being employed in addition to the ordinary officers for the purpose of bringing this scheme into operation. I think that is the essence of the whole matter. This rural mail delivery is coming, it is wanted by the people, the

people will have it and it is useless to talk against its adoption or to throw any obstacles in the way of its introduction all over the country at an early date. There are difficulties enough as it is. Even in such a county as Halton there are many roads over which a rural mail cannot be carried. There is a mountain running across the county, there are roads not yet opened up. Thus the Postmaster General must have some men who will go into each county and get the assistance of the people who live there in working out the best route for the couriers

Mr. LEMIEUX. Does not my hon. friend think that the best man available to consult with the people in the district is the post office inspector or some of his officials?

Mr. HENDERSON. If we are going to wait for the post office inspectors to do this work I am afraid we will all be out of this House and the country before it is done. How many post office inspectors could devote their time to this? It is absurd to talk about waiting until these officers can do that work. We should have a man in every township to study the conditions and lay out routes over which the mail can be carried because there are many roads over which a rural route cannot be laid out. To have this properly done you must employ men who will give their entire atten-tion to it. It must be done quickly, the country does not want to wait two years or five years for rural mail delivery; it is in the air they are looking for it, and expect the present government to bring it into operation at as early a date as possible. There is a large revenue from the Post Office Department and there is no reason why these moneys should not be used for that purpose. I approve of the Bill so far as it goes to the appointment of men who will take up this work. I do not know how many men will be required----

Mr. BELAND. Two hundred and twenty-one.

Mr. HENDERSON. I am afraid that 221 might not be enough. I am not so parsimonious as to say that for the sake of a little money we should be deprived of rural mail delivery for the next ten years, nor do I think that is the will of this House. The Postmaster General is on the right line. He is proposing, as I understand, to employ men who are experts.

Mr. MACDONALD. Where will he get them?

Mr. HENDERSON. Oh, we do not intend to go to Nova Scotia for them all; we can get lots of them in Ontario, intelligent men who will do this work and I do not think the hon. gentleman need fear,

he will find in Nova Scotia men who are capable of doing that kind of work.

Mr. MACDONALD. Experts?

Mr. HENDERSON. Yes.

Mr. MACDONALD. Where did they learn?

Mr. HENDERSON. They will very soon learn. In the rural districts you will find many a farmer's son who will be expert with two days' training to do that work.

Mr. CARVELL. And they have votes.

Mr. HENDERSON. And they will all have votes and in Ontario they know how to exercise their votes. I do not mean to say that a farmer's son in Ontario will be influenced by a three-months' job in laying out a rural mail delivery route. That is not the kind of material of which they are made. I am not particular as to where they come from, but I do say that the appointment of men to do this work will be an absolute necessity in order to bring it into operation. As I said, I find that petitions have been got up in various parts of the county, men are writing me forwarding a map of a little route which would cover perhaps a day's journey to one man and asking that that be organized into a rural mail route.

But when you come to see how their neighbours are going to be supplied, perhaps you will find that that will not fit in with the next route that is laid out for another group of men. What I want is that an expert be put into a township, who will survey the whole township for the purpose of rural mail delivery, pointing out exactly what roads are suitable for couriers to travel over. Yes, if necessary, I would go so far as to plan or point out where various farmers should have their boxes stationed, in order that the greater number of people could be supplied. You cannot expect every man to have a box for rural mail delivery at his own door. You will find it necessary for men to walk across the concessions, and it will be the duty of some one to point out where these boxes can be located so that efficiency and economy may be conserved, and the greatest number of people be accommodated. 1 am perhaps forestalling what I hoped the Postmaster General would say. I did expect that in introducing this Bill he would have defined his policy somewhat along the lines I have mentioned, and that he would tell the House just what his plans were. If he has not done so in my absence, I hope he will do so now, because I want to know all about it, and then I will have cne general answer to give to my constit-

Mr. CARVELL. Before the Postmaster General answers this question, and I assume he will, I wish to direct his attention to a phase of the question to which possibly he has not given consideration yet. When we attempted to establish mail routes during the last four or five years, we found that in many cases probably one-half or two-thirds of the post offices should be abolished. In that way you would save a considerable sum of money, and, added to the \$1 paid the courier for serving the box, he would have provided for at least a portion of the increased cost of rural delivery. But the difficulty we all found was that there was no provision made for delivering registered letters, for issuing postal notes and for selling money orders. I know my hon. friend has in his department evidence of how this is managed in other countries, especially in the United States. There they have a travelling post office; possibly this might be too expensive a scheme to carry out in Canada in its entirety. But when my hon. friend gives an answer to my hon. friend from Halton (Mr. Henderson), I wish he would enlighten the House if he has taken into consideration whether it would not be possible, in some way, to make the system more useful than it is at the present time, and by abolishing a lot of these small offices, at the same time give the courier the right to sell money orders and postal notes, and also to register letters. I will give one illustration. The last time I was home it was necessary for me to send some money to a gentleman living six or seven miles away from the central distributing office. He telephoned to me, and I said I will mail it to you. He said: You will have to mail it to me at a place called Debec-he lives six or seven miles from Debec. To my surprise, the registered letter had to go to the central office, although he had a rural mail delivery going by his door. Any other matter would have gone to his door, but the registered letter did not; therefore he had to travel all this distance. I wish my hon. friend would give this matter some consideration. I wish to help him perfect this system, and if he has not investigated the system in vogue in the United States, 1 think he would do well to do so.

Mr. EMMERSON. Before the Postmaster General puts this Act into force, I assume that all applications now before the department for rural mail delivery routes will be held undetermined. There was one particular route in the county of Westmorland, that between Shediac and Shediac Cape. This was an application before his department, which has not been granted, nor has it been dealt with. I assume that it was because my hon. friend lets containing stamps which the people was waiting for this legislation. Then there will have a right to get. In a word, we

Mr. HENDERSON.

is another question. Is it proposed to provide boxes free to patrons? There are some reasons why it might be desirable to do so. There are certain pecple who will not invest in a box. If you are carrying out any such a proposition as that suggested by my hon. friend from Carleton, N.B., (Mr. Carvell), and establish a travelling post office, you will be constrained to abolish along the route certain way post offices. If you do that, here and there, there will be some living along that route who will be greatly inconvenienced by abo'ishing an office; and it might be cheaper to furnish boxes, as you would have effected a saving by the abolition of certain post offices. It might be cheaper and better economy to furnish the boxes and abolish certain offices that are unnecessary, where people along the route are served by free rural mail delivery.

Mr. PELLETIER. Answering first the question of the hon member fo Westmorland (Mr. Emmerson), I may declare at the outset that it is not at all the intention of the government to pay for everything in connection with this scheme. The people who want boxes will have to pay for them as they are doing now, let that be well understood. We are going to spend a great deal of money in the employment of couriers for the transportation of this mail, but although it will cost this country a great deal of money, we will do it where the people are prepared to contribute a small proportion, as they will have to do, in paying for their boxes, a matter of only \$3. A certain number of farmers may club together to pay for a box, while other farmers will want each to have his own box. That may be done; I think it would be a mistake to depart from the present policy. As to the question of the hon. member for Carleton, N.B. (Mr. Carvell), I may tell him that we have no such idea in mind as the establishment of a travelling post office. The expense would be enormous, and the proposition cannot be entertained for a moment. What we intend to do is to induce as many people as possible to pay for their own boxes, and help us bring a mail service to their own door.

We will be prepared to have registered matter delivered to these boxes, but we will not be able to have the postal note system and the money order system at these local boxes on the roads travelled That would be a over by the courier. most dangerous thing. The attitude taken on this point by the officers of the department is absolutely against it, and I think they are right. The carriers will have to be supplied with a certain number of bookwill accommodate the people as much as we can, but we will not attempt to make the money order and postal note system a travelling one. As far as my hon, friend from Halton (Mr. Henderson) is concerned, I am sorry there was some misunderstanding. I did tell him, as he says, that I did not expect this matter to come up for discussion this afternoon. I knew my hon. friend from Rouville (Mr. Lemieux) wanted to be present, and I was going to wait for him, but the other business on the order paper did not last long enough to enable me to carry out that intention and, my hon. friend from Rouville having come in, I forgot what I had told my hon. friend from Halton.

Mr. HENDERSON. It is all right now since the minister is going to give us the explanation.

Mr. PELLETIER. I can tell my hon. friend (Mr. Henderson) that he has lost nothing. We have spent two hours discussing one point, and that point is whether extra employees will be taken in if Now, we are going to discuss necessary. this a little further in the public interest I am not prepared to formulate a policy as to all the details at the present moment. But my hon. friend from Halton has heard what I have said in answer to some questions put to me by hon. gentlemen oppo-What my hon. friend has supposed sie. to be our policy is absolutely right, with this exception, that we are not going on at once to establish this rural mail delivery system all over the country, but we are going to proceed little by little, prudently and without making too large an increase in the expenditure of the Post Office Department. It is little by little that the bird makes its nest and the Post Office De-, partment is going to proceed in that way. We are not going to go by leaps and bounds. We are going to proceed cauti-ously, in a business-like way, and we will increase the service as the business of the ccuntry expands. Those parts of the country which are most densely populated are those which we shall attend to first, and it is from those parts of the country that we have received requests for the establishment of the system. As to the details, I will rely very much on the experience of the gentleman whom I propose to appoint as superintendent. He has a great deal of knowledge and experience with regard to matters connected with the scheme we have in view. I will also have the benefit of the experience of the post office inspectors and, as my hon. friend says, when it is necessary, we will employ cer-tain persons or officers in a particular locality, who know all about the local conditions, to help us. I will, of course take

organization, and I will have to rely very much on the experience of the superintendent whom I am going to appoint and the staff he is going to have with him.

Mr. EMMERSON. Will the hon. minister take suggestions from members on both sides of the House?

Mr. PELLETIER. Yes, where they will be good ones.

On section 2: case examiners.

Sir WILFRID LAURIER. What are we to understand by this expression 'case examiners?'

Mr. PELLETIER. Twice a year in every post office we have what we call a case examination. From each post office inspector's office a man is sent out twice a year to conduct this case examination of people who are engaged in the sorting of letters and the handling of the mails. There are 5,000 cards which they are called upon to sort in his presence. If they do it well they are promoted. They must get 90 per cent of the points.

Mr. CARVELL. Would this apply particularly to the railway mail service?

Mr. PELLETIER. Yes. This examination is held now by men who are taken from the post office inspectors' office. As the members of the staffs in the post office inspector's office will be pretty busy with the rural mail delivery, we are appointing two men from the service to be case examiners instead of having case examinations conducted twice a year in the presence of an employee of the post office inspector's office. These two men, whom we shall promote from the service, will conduct these examinations all over the country, one in the east and one in the west. We expect that the examinations will be much more effectively carried on by men trained to this work and having nothing else to do. The examination will be more uniform, and the same kind of examination will be applied all over instead of having one system in one district and another system in another district.

Bill reported, read the third time, and passed.

PRINCE EDWARD ISLAND SUBSIDY.

Bill (No. 178) to provide an additional annual grant to the province of Prince Edward Island was read a second time and the House went into committee thereon.

On section 1,

tain persons or officers in a particular locality, who know all about the local conditions, to help us. I will, of course take the advice of hon. members of this House as to any details in connection with the

present subsidies to Prince Edward Island thare as follows:
Allowance for government and local purposes (under B.N.A. Act, 1907).\$100,000 00 Eighty cents per head on a popula- tion of 109,078, being at the rate of 80 cents per head (B.N.A. Act,
1907)
lands 40,000 00 m
Additional subsidy granted in 1887. 20,000 00
Adutional subsidy granted in 1501. 50,000 00
\$321,051 98 T Less interest upon the sum of \$782
Less interest upon the sum of \$782,- 402.33
Present total subsidy to province of Prince Edward Island\$281,931 88
I explained to the House on the resolu- tion preceding this Bill, that we had been waited upon by certain members of the Prince Edward Island who had put for- st ward several claims for an additional sub- sidy. For the information of the House I propose to deal briefly with these claims so advanced by the representatives of th Prince Edward Island as grounds upon Prince Edward Island as grounds upon which an additional subsidy should be granted. Their first claim is for damages for non-fulfilment of the terms of the union in respect to continuous communica- tion between the island and the mainland. By the terms of the order in council ad- mitting Prince Edward Island the W Dominion was to assume and pay all charges for certain named services, one of which was as follows: Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the main- ha

Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial railway and the railway system of the Dominion.

Now, in connection with this claim, it is proper to explain that in 1901, by chapter 3 of the Acts of that year, a special grant of \$30,000 was given to the province and the statute sets forth that this allowance is paid in full settlement of all claims as respects the maintenance of efficient communication between the island and the mainland. It is contended on behalf of the province that they are entitled to damages for non-fulfilment of this particular term of the union since 1901. They also state—although this would be on equitable grounds rather than on legal grounds—that the sum of \$30,000 per annum given them, was an entirely inadequate compensation for the damages they had sustained since confederation by the non-fulfilment of this covenant on the part of the Dominion. And, if it is considered Mr. WHITE (Leeds).

at \$30,000 per annum on a five per cent asis only represents a capital sum of 500,000, I think there is not a little to be aid for their contention. But the claim , as I have stated, equitable and not gal. There appears to be no doubt that the settlement of 1901 the sum of \$30,-00 was given and presumably accepted a settlement of all claims as respects the aintenance of efficient steam communicaon between the island and the mainland. hether that was intended to provide for ne future and to apply to the future as ell as to the past, I am not able to state. here is nothing on the face of it to inicate that it was to apply to the future nd that this sum of \$30,000 was to be eemed to be full and adequate compenation for all time for the breach of this greement, or, at all events, for such me as the breach should continue. The rovince now alleges that this was a settletent up to 1901 only and they claim dam-ges for breach since that date. They ate that one of the chief causes of the ilure of Prince Edward Island to proress as other provinces have progressed nce confederation, has been the fact hat this covenant on the part of the ominion has not been fulfilled. They all attention particularly to the fact that ery serious damage is sustained by the rovince of Prince Edward Island by reaon of failure during the winter to keep p this continuous communication in acordance with the covenant entered into hen Prince Edward Island was admitted the union. They state, that in the ear 1902-03 there were forty-five days on hich no steamship communication be-ween the island and the mainland took lace, and thirty-three days on which alf trips only were made; that in 1903-04, there were fifty-four days on which no trips were made and nineteen days on which half-trips only were made; and that for twenty-one days no mails were received; that in 1906-07 there were thirtyfive days without any trips and twelve days on which half-trips only were made, and generally, that in every year since 1901 there has been more or less interruption of this service.

Now, they say, and apparently with good reason, that they have lost very heavily by reason of this lack of communication with the mainland, not only because of the actual interruption in the service, but because a pall is cast over their entire commercial situation, and there is a paralyzing effect on the commerce and industry of the Island from the liability of the service to be interrupted at any time for the reasons I have mentioned. In 1901, the late Minister of Finance, Mr. Fielding, in support of the resolution recommending the payment of \$30,000 annually to Prince Edward Island, said:

The contention of the government of Prince Edward Island is that that condition of the Act of Union was not complied with, and that in consequence of the non-compliance with that condition the Island has been for years placed under a very serious disadvant-age. The Island pressed this claim some years ago, and went so far as to send a deleyears ago, and went so far as to send a dele-gation from the Island government to lay its petition at the foot of the Throne. Her Ma-jesty's government at that time addressed a despatch to the Canadian government, which, without attempting to pass judgment on the merits of the Island's claims, expressed a very strong hope that something should be done by the Dominion government to meet the difficulty. About that time the question of constructing a tunnel between the main-land and Prince Edward Island came under consideration, and it was thought that the consideration, and it was thought that the construction of that tunnel might in some measure be regarded as a settlement of this claim. In the despatch of Her Majesty's government, allusion was made to that project, and the hope expressed that the Dominion government would take a very generous view of the matter in dealing with that proposal.

I want to draw attention particularly to the last sentence which I have just read. He then goes on to say:

As the House is aware, the tunnel project was not proceeded with, and if it was to be dealt with as in any measure a compensation to Prince Edward Island, that is of course now out of the question, for the tunnel pro-ject is not a matter of practical politics at present.

Coming to the next important claim of Prince Edward Island, I find it to be in respect of the Prince Edward Island railway-of course, it is a closed chapter, and the claim is entirely equitable and not legal—that a very large proportion of the debt allowance to the province, namely, \$4,700,000, was used in constructing the Prince Edward Island railway, and that, immediately after its completion, under the terms of union, the railway became the property of the Dominion. On looking in-to this matter, I find that Prince Edward Island has a very strong case for equitable consideration on the part of the Dominion with respect to its debt allowance. The position of Prince Edward Island has, I think, always been regarded as except tional. I find that in the imperial order in council admitting Prince Edward Island to the union, a debt allowance of 50 cents per head of population, instead of \$32.43, as was the case in regard to the other provinces, was given to Prince Edward Island on the following ground:

That, in consideration of the large expenditure authorized by the parliament of Canada Mr. WHITE (Leeds). I think that for the construction of railways and canals, rather begs the question, because it is not 194

and in view of the possibility of a readjust-ment of the financial arrangements between ment of the numeral arrangements between Canada and the several provinces now em-braced in the Dominion, as well as the iso-lated and exceptional condition of Prince Ed-ward Island, that colony shall, on entering the Union, be entitled to incur a debt equal to 50 cents a head of its population as shown by the census returns of 1871.

That is, \$4,701,050. Now, instead of Prince Edward Island having, as we would naturally suppose she would have had, the interest on that amount for the purposes of revenue, we find that, by reason of the very heavy expenditure of over \$3,-600,000, which she made upon the Prince Edward Island railway, which at once be-came the property of Canada, and other necessary expenditures, Prince Edward Is-land to-day receives the sum of \$38,789.58. That is, instead of receiving 5 per cent upon \$4,700,000, which would be something like \$235,000, by reason of the expenditures which the province had made on the railway which became the property of the Dominion, and by reason of having borrowed certain sums from her capital allowance from the Dominion, she receives \$33.789.55; in other words, her debt allowance, instead of being \$4,700,000, is cut down to \$775,-000. Prince Edward Island, therefore, sets up the claim that this railway transaction should be taken into consideration when we are reviewing her condition and deciding whether or not it would be fair to give her an increased subsidy. She points out further that since confederation the Dominion government has built a railway on Cape Breton Island costing as much or more than the Prince Edward Island rail-way, and that the province of Nova Scotia did not have its subsidy allowance reduced by 5 per cent on the capital spent in the construction of that railway. She also points out that subsidies of \$6,400 a mile or \$3,200 a mile are given by the Dominion to railways in the hands of private pro-moters, and that in the Bill now before the House regarding the Timiskaming and Northern Ontario railway, a subsidy is to be granted to a provincial government for building a railway, and Prince Edward Island sets up the claim that all these facts should be taken into consideration in con-nection with her claim.

Mr. MACDONALD. Does my hon. friend take into consideration the fact that the Dominion did a very good turn to Prince Edward Island when it took over the railway, as it has been operated at a very large deficit ever since, and the province saved a great deal by the Dominion taking it over?

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at all certain that if the province had remained out of the union, the railway would have been operated at a loss. At any rate, that is their contention.

Mr. MACDONALD. Do you think there is anything in that?

Mr. WHITE (Leeds). I do not know whether there is or not; but I do know that it may be very unjust to the province, under the circumstances under which she came into the union, with a debt allowance of \$4,700,000, to deduct from that over \$3,000,000 which she spent on the railway which became the property of the Dominion.

Mr. PUGSLEY. Was not that exactly what was done in the cases of Nova Scotia and New Brunswick? Nova Scotia received on her debt allowance \$26,400.64, and New Brunswick receives on her debt allowance \$13,232.48, against \$38,789 which Prince Edward Island receives.

Mr. WHITE (Leeds). I am simply developing my argument in my own way and putting forward first the claims which have been made in the memorandum by the representatives of Prince Edward Island which has been laid on the table. In developing my argument, I shall touch upon other matters, which, I think, will differentiate Prince Edward Island from New Brunswick, Nova Scotia, or other provinces. In the meantime, I am simply discussing the claims put forward by Prince Edward Island, in asking for increased subsidy.

Another claim which they put forward is that they should be given an allowance for the difference between the estimated expenditure upon the railways and canals of Canada at the time Prince Edward Island entered the union, and the money actually spent thereon. In this connecactually spent thereon. In this connection, I may say that in the year 1887, an additional sum of \$20,000 annually was given to the province of Prince Edward Island on the ground that the expenditure made on the Intercolonial and the government assistance given to the Canadian Pacific railway subsequent to the union were much in excess up to 1887 of what it was contemplated at the time of the Union such expenditure should be made. In connection with that, I shall read what Sir Charles Tupper said at the time this additional allowance was made. Let me say that in giving this additional allowance no reasons were given on the face of the Act; it was an additional grant, as this is an additional grant. Sir Charles Tupper spoke as follows in connection with that resolution:

Mr. WHITE (Leeds).

The attention of the government was called to the fact that, in the arrangements for the admission of Prince Edward Island into the Union, they were not in a position to derive the same amount of advantage from the expenditure on the Intercolonial railway and the Canadian Pacific railway as the other portions of the Dominion, which were on the mainland, and which were in immediate railway communication with those roads. The question was raised that, as the expenditures on both these railways was so greatly in excess of what was estimated at the time the island was brought into the union, they ought to receive some corresponding consideration on that account. Then there was the further question that parliament had adopted the policy of subsidizing lines of railway in the other provinces—that in Ontario and Quebec, Nova Scotia and New Brunswick, there had been considerable expenditures in connection with the construction of railways, and the island had not received any corresponding advantage. No subsidies had been granted for the construction of railways in Prince Edward Island, and on those two grounds it was claimed that there should be additional consideration given to the island. That matter having been carefully considered, the government felt warranted in undertaking to propose to parliament a grant of \$20,-000 a year to meet the claims founded upon these two causes.

If that was a good argument in 1887 namely, that the federal government expenditure in connection with railway subsidies and assistance given to railways was so much greater than anticipated at the time when Prince Edward Island entered the union, how much more true is it today. Prince Edward Island remains still in her isolated position; she is still without communication with the mainland; but the expenditures on railways and canals have run up into the hundreds of millions.

Mr. MACDONALD. Does the hon. minister take into consideration the very large expenditures that have been made in Prince Edward Island since then in the construction of branch lines of railway? A different situation altogether exists today from that which existed in 1887.

Mr. WHITE (Leeds). That may be so. But, so far as this argument is concerned, it is as valid to-day as it was then. I will show how Prince Edward Island has progressed—or failed to progress—under confederation; I shall come to that later on. But, if the argument in 1887 was good, as it was declared to be by Sir Charles Tupper in bringing forward this resolution for a grant of \$20,000 a year additional to Prince Edward Island, how much stronger is that argument to-day with the population of Prince Edward Island not only stationary, but actually dwindling since con6121

federation. If Sir Charles Tupper was right in 1887 in granting an additional \$20,-000 a year by reason of the fact that the railway expenditures that had been made by the Dominion were so much greater than were contemplated at the union, how much more valid is that argument when hundreds of millions have been spent in assistance to railways, to the great advantage of the development of the west, of Ontario, of Quebec and the other provinces, but not to the advantage in the same degree or anything like the same degree, of Prince Edward Island. That is the argument. It must be borne in mind that, as an integral part of confederation, Prince Edward Island has borne its share in the way of taxation to furnish these subsidies and assistance given to railways since 1887. She has not shared in the advantages in proportion to other provinces, but has shared in the burdens. Therefore, it seems to me, it is a very strong argument to say that now, as in 1887, consideration should be extended to Prince Edward Island by reason of the fact that the expenditure on railways and canals have been so greatly in excess of anything that was contemplated when she came into the union.

The memorandum sets out further that in the British North America Act of 1907 the limitation of 400,000 was taken away, and 80 cents per head given to all the provinces up to 2,500,000. Ontario, Quebec and the other provinces share in the ad-vantages of this. So far as Prince Edward Island is concerned, she cannot share in the advantages, because by no chance can her population go to 400,000. That is her argument and her particular Prince Edward Island says it claim. would be fair, as has been done in other cases, that she should be allowed a calculation of her subsidy upon an assumed population. She suggests 180,000. Personally, I do not like that idea of an assumed population; but it has been done before. In case of British Columbia there was an assumed population; in Manitoba in 1885 and in Alberta in 1905. My right hon. friend the leader of the opposition (Sir Wilfrid Laurier) shakes his head, but he will find that in 1905 the population of Alberta was slightly less than that assumed. I am not speaking of Saskatchewan, but of Alberta. At all events it is true of Manitoba and true of British Columbia. Prince Edward Island says: Prior to confederation we had doubled our population in 30 years; if we had derived the benefits which we might reasonably have expected to derive from confederation our population would have been an increasing population; it would probably be to-day 300,000 or 400,000; but to-day we

have a population less than that with which we entered confederation: therefore, we ask that we be put upon a basis of 180,000. Now, as I say, I do not like the idea of a calculation upon the basis of an assumed population, though there is precedent for it, and to that extent at least justification, in other cases.

Now, I come to one of the strongest arguments put forward by the representatives of Prince Edward Island, and that is the lack of public lands. The maritime provinces are usually grouped together, but in this case Prince Edward Island can be differentiated from the others.

Prince Edward Island has had no public domain. In order to realize what that means to a province, let us consider the situation of the other provinces which have had the advantage of a public domain. Prince Edward Island was given an allowance, by reason of the fact that she had no public land, of \$45,000 per annum. A provision was made in the Act of Union that that sum was to be diminished by an amount equal to the interest at the rate of 5 per cent per annum upon such sum as should be advanced by the Dominion to Prince Edward Island to buy out the landed proprietors. But the fact remains that all that Prince Edward Island had in lieu of public lands is \$45,000 per annum. My right hon. friend (Mr. Borden) in dealing with the case of the Manitoba Boundaries Bill recently quoted these figures:

New Brunswick received in the year 1910, from what is termed territorial revenue, the sum of \$494,491.64.

Nova Scotia, in the same year, received from its mines \$629,000, and from Crown lands \$33,600.

Quebec, in the same year, received in respect of its lands and forests \$1,150,000, and from its mines, fisheries and game \$182,132, a total of \$1,332,879.

Ontario, in the same year, received from timber leases and licenses \$2,325,000; from land sales and revenue \$887,600, a total of \$3,212,000, and from lands, forests and mines \$2,951,428.

What was the basis of the \$45,000 per ennum allowed to Prince Edward Island in the year 1871 for want of public lands, by reason of the fact that it had no public domain? About fifty cents per head of its population. In the year 1905, the late government constituted the provinces of Alberta and Saskatchewan and for want of public lands, or in lieu of lands as it is sometimes put, a basis of \$1.50 per head was fixed, so that the allowance for want of public lands was \$375,000 in the case of each of these two provinces of Saskatchewan and Alberta, three times the amount per head allowed to the province of Prince Edward Island at the time it entered the union. As I have said, these matters are of the past, and that is, no doubt, a closed book, but I am considering this on general grounds, because I think it must be so considered in the case of Prince Edward Island, as will appear for reasons which I shall give later. The case of that province is very exceptional.

Hon. gentlemen will notice that Prince Edward Island is one of four provinces of confederation which have never had public lands. The other five provinces, including Nova Scotia and New Brunswick, have had public lands. Those are the chief claims advanced by the representatives of Prince Edward Island for additional assistance.

I come now to an argument which, personally, I favour very much, more than all the others, and, with his usual penetra-tion, my right hon. friend (Sir Wilfrid Laurier) the other day touched upon this; that is, the general question of the condition of Prince Edward Island and her experience since confederation All the other provinces have thriven under confederation. There are no finer people than those of Prince Edward Island, but it can almost be said that confederation has failed for them, having regard to their condition before and their condition since. The Island since confederation has lost ground in two main directions. First, in population. 1 was very much surprised to learn that in 1871, when Prince Edward Island entered confederation, the population was 94,021, and in 1911, last year, the population was only 93,722. The population has dwindled since Prince Edward Island entered the union, and is now several hundred less than it was in 1871 when it entered the union. I think one reason is that Prince Edward Island never had sufficient assistance, that her revenues have not been adequate. Then, too, lack of communication with the mainland has been a great handicap. There is no other solution. You have a fertile province, and probably as intelligent a people as you will find in any place.

Mr. PUGSLEY. What about restricted markets?

Mr. MACDONALD. Did my hon. friend consider the effect of the lack of municipal government and municipal taxation?

Mr. WHITE (Leeds). They have some municipal government.

Mr. MACDONALD. Oh, no, there are no municipalities there.

Mr. WHITE (Leeds). My hon. friend is aware that they have a municipal system in the city of Charlottetown. I may have looked into this matter more carefully than my hon. friend. There is no municipal system in Prince Edward Island in the sense that there is in Ontario in the rural districts; in other words the government

Mr. WHITE (Leeds).

corresponding to the municipal administration is the government of the province so far as rural districts are concerned, but so far as Charlottetown and possibly one or two other places are concerned, I believe that they have a municipal system.

Mr. MACDONALD. Summerside and Charlottetown.

Mr. WHITE (Leeds). And they are subject to direct taxation. My hon, friend will find if he looks back at the records of confederation that one thing clearly understood was that there should be no necessity for resort to direct taxation in the Island. That is a closed chapter, but that is so, and to-day the government of the province imposes direct taxation, and in their municipal system they impose direct taxation.

The figures of population of the Island since 1871 are as follows:

	Population.
 	94,000
 	108,000
 	109,000
 	103,000
	93 000
· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·

I do not know any stronger argument in favour of additional assistance than is given in the record of the finances of the province of Prince Edward Island. In only four out of thirty-nine years since confederation has the province been able to make its ordinary revenue take care of its ordinary expenditures. In other years, for 35 years, there have been deficits. Those deficits for 35 years aggregated \$1,460,017.49. The excess of the deficits over the surpluses for the whole period was \$1,423,299.78.

Mr. MACLEAN (Halifax). Including the amount which in many other provinces would be municipal expenditures.

Mr. WHITE (Leeds). No doubt they would have to make municipal expenditures, but the fact remains that the province has impaired its debt allowance until it is now almost negligible and has not been able to make ends meet, has had 35 deficits in 39 years. Prima facie, that to me is a very strong argument indeed in favour of the proposition that Prince Edward Island has never had adequate subsides from this Dominion, in other words that the purpose of the subsidies at the time she entered the union has by no means been realized.

Mr. MACDONALD (Pictou). Does not the minister think in that connection that the fact that Prince Edward Island has no municipal government, that the people in the municipalities have not assumed the responsibilities assumed by those in other provinces, is a matter to be taken into consideration? Summerside and Charlottetown are two towns outside the category of the subsidy problem altogether. The rest of the province has no municipal government.

Mr. WHITE (Leeds). I have only made inquiries in this way, and find there is di-rect taxation. But there is a limit to the amount that can be raised by direct taxation, and those people are paying all they can afford to pay in the way of direct taxation, cut off as they are from the mainland. Now take the present financial position of the province. I have shown that they have had thirty-five deficits in 39 years. In December last, an audit was made by the incoming administration of the provincial finances, and that audit showed an indebtedness on the part of Prince Edward Island of \$1,000,000, made up of debenture indebtedness, \$726,000, obligations to banks and loans to private individuals, of, \$260,-000. It also showed that for the fourteen months ending December 2nd, the provin-cial revenue was \$397,000 and the expenditures, \$521,000, leaving a deficit of over \$120,000 on the fourteen months operations. I think myself that is abnormal, but I believe it would be fair to take a deficit of \$60,000 to \$70,000 as a normal deficit on the present revenues, which are entirely in-adequate in the case of Prince Edward Island. I want to point out to the House where the increase has taken place since confederation in the provincial expendi-ture, and I find some facts highly illuminative. In 1873, with a larger population than they have to-day, they spent the sum of \$59,000 on education; in 1911, they spent \$126,000, or an increase of \$67,000. On poor house and paupers, another item which is very significant; in 1873 they spent \$11,614, while in 1911 they spent \$51,483, an increase of \$40,000. What does that mean? It means that the young, strong and enterprising people are leaving Prince Edward Island, and the infirm, the aged and the sick have been left to be taken care of. The result is an enormous increase in this item of expenditure for the poor house and the maintenance of paupers. Now there is no doubt that this state of affairs has not been due to extravagant administration on the Island. It is stated, and there is no reason to dis-believe the statement, that the cost of legislation prior to confederation was \$16,000 per anum. Since 1893 the provincial rep-resentatives have stated that the average cost has been less than \$9,000 per annum. Their ministers receive \$1,200 per annum, the representatives receive a sessional indemnity of \$200. I am informed that their officials are not paid one-half what the Dominion officials are paid; in other words, that the cost of administration is very low indeed in proportion to the services

istration is far from extravagant, it does appear to me that the fact of these recurring deficits, and the financial position I have indicated, are almost conclusive evidence that Prince Edward Island has not derived from the federal government the aid and assistance it should have received in order properly to maintain her services.

At six o'clock the House took recess.

### After Recess.

House resumed at eight o'clock.

### PRIVATE BILLS.

#### LOYAL ORDER OF MOOSE.

House in committee on Bill (No. 158) to incorporate the Grand Lodge of the Loyal Order of Moose in the Dominion of Canada.—(Mr. Macdonell).

On section 1: incorporation.

Mr. GRAHAM. Would the hon. gentleman (Mr. Macdonell) tell us what this order is?

Mr. MACDONELL. It was thoroughly explained in the committee, Mr. Chairman.

Mr. GRAHAM. But we are not members of the Private Bills Committee. What is the object of the order?

Mr. DEPUTY SPEAKER. Shall clause 1 be adopted?

Mr. GRAHAM. Surely we ought to know something about this association. Are the objects fraternal and benevolent?

Mr. MACDONELL. Fraternal and bene-volent.

Mr. GRAHAM. What is the relation of this society to the Elks?

Mr. MACDONELL. First cousin.

On section 6: insurance business, basis and premium.

Mr. GRAHAM. Is there an insurance department connected with it?

Mr. MACDONELL. Yes. The insurance department has scrutinized the Bill most closely and has approved of it.

Mr. GRAHAM. The Finance Department has approved of it?

Mr. MACDONELL. Quite.

On section 16: application of Insurance Act, 1910, chapter 32.

the representatives receive a sessional indemnity of \$200. I am informed that their officials are not paid one-half what the Dominion officials are paid; in other words, that the cost of administration is very low indeed in proportion to the services that are rendered. Seeing that the admin-

been due to the fact that they started out with too low a rate and they have had to increase these rates almost at stated periods. After a few years they have to move that the rates be increased. I presume that this Bill has been carefully considered by the Finance Department, but I would suggest that it would be wise to see that the rates that the association begins with are sufficient to carry out the objects which it has in view.

Mr. MACDONELL. I think I can as-sure my hon. friend (Mr. Graham) that that precaution will be taken. The Bill was carefully scanned by the Department of Finance and by the Banking and Com-I may also say that merce Committee. it is in the hands of very worthy persons who are quite familiar with insurance principles, and I have no doubt that the basis upon which they intend to operate will be a sound one.

Bill reported, read the third time, and passed.

#### OTTAWA, BROCKVILLE AND ST. LAWRENCE RAILWAY COMPANY.

House in committee on Bill (No. 161) respecting the Ottawa, Brockville and St. Lawrence Railway Company .- Mr. Fripp.

Mr. GRAHAM. Has any work at all been done on this road? We hear of it some-times in the newspapers, but I do not know of any work having been done. Perhaps some information may have come out in the committee.

Mr. COCHRANE. I do not think there is any work done.

Bill reported, read the third time, and passed.

### ST. CLAIR AND ERIE SHIP CANAL COMPANY.

House in committee on Bill (No. 172) respecting the St. Clair and Erie Ship Canal Company.—Mr. Lalor.

Mr. GRAHAM. This Bill has been before the country for a great many years. I think it is a project formulated by the late Colonel Tisdale, a former member of this House. Has any new information come to light which would lead us to think the company intends seriously to proceed with the work? Is the present company in a position to start work?

Mr. COCHRANE. The promoters said they were.

Mr. GRAHAM. Did they give any visible signs that they were?

Mr. COCHRANE. No. Perhaps in future we might alter the practice of renewing these charters and cut out those who are since 1873 there have been collected on Mr. GRAHAM.

coming here year after year without doing anything. They come to this parliament and get a charter, and they hold it, whether for purposes of speculation or not I do not know. I think we ought to give notice that we do not intend to keep on renewing charters, unless some work is done.

Bill reported, read the third time, and passed.

### CONSIDERED IN COMMITTEE. THIRD READINGS.

Bill (No. 162) for the relief of William Alexander Hunt Jenkins.-Mr. Beattie. Bill (No. 163) for the relief of Edith Har-

Bill (No. 164) for the relief of John An-gus Kennedy.—Mr. McCraney.

Bill (No. 173) for the relief of Henry Greek Wills.—Mr. Beattie. Bill (No. 174) for the relief of Keitha

Seeley .- Mr. Wallace.

Bill (No. 175) for the relief of David eorge Davidson.—Mr. Lennox. George

Bill (No. 176) to consolidate and amend the Acts relating to the Dominion Gresham Guarantee and Casualty Company .--

Mr. Barker. Bill (No. 177) to incorporate Capital Trust Corporation, Limited.-Mr. Tobin.

#### SECOND READING.

Bill (No. "184) respecting the Imperial Loan and Investment Company of Canada. -Mr. Macdonell.

### PRINCE EDWARD ISLAND SUBSIDY.

House resumed consideration in committee of Bill (No. 178) to provide for an additional annual grant to the province of Prince Edward Island-Mr. White( Leeds).

Mr. WHITE (Leeds). Mr. Chairman, before you left the Chair at six o'clock I had been dealing at some length with the claims of Prince Edward Island, and had then referred to the general considerations which I thought important in connection with the increased subsidy which we have decided to allow to the province. The hon. member for Halifax (Mr. Maclean), asked me a question as to the direct taxes imposed by the government of the province. It appears that the receipts for the fiscal year 1910-11, as shown by the schedules, which I have laid upon the table, amounted to \$67,045.98, made up as follows:

Income tax.. .. .. .. .. \$ 8,586 99 Land tax.. .. .. .. .. .. 41,403 49 Road tax.. .. .. .. .. 17,055 50

And on page 5 of the petition, which also I have laid upon the table, it is stated that land, income, and other direct taxes, the sum of \$1,190,224. Now, the Prime Minister of Prince Edward Island furnished me with a memorandum showing the additional amount, which, in his opinion, would be required to put 'the service on a basis of efficiency. These are the several items which go to make up the total of \$200,000:

Deficit	 	\$60,000
Education	 	-65,000
Asylums and paupers		
Roads	 °	15,000
Bridges	 	30,000
Salaries of civil servants		
Miscellaneous	 	10,000

I have shown, I think, the special claims on the part of Prince Edward Island for consideration, and consideration at this time. In the first place, I have shown what is already known to the House, the exceptional and isolated posi-tion of Prince Edward Island-recognized at the time of the union and recognized since. I have shown that the imperial authorities have recognized that position and have commended the island to the generosity of the Dominion. I have shown also, that, by reason of the continuous interruptions in the service in winter between the island and the mainland, there has been a substantial breach of the agreement entered into between the island and the Dominion at the time of confederation.

I have shown that the subsidies are entirely inadequate, that the debt allowance of \$4,700,000 has been practically wiped out, so that only a small proportion of it remains on which the island derives the five per cent interest, paid by this gov-ernment on allowances of that kind. I have shown that Prince Edward Island, differing in that respect not only from all the western provinces except Manitoba, Alberta and Saskatchewan, but also from the other maritime provinces, had no public domain and was allowed, in lieu of public domain, an annual grant at the rate of about fifty cents per head. I pointed out that in 1905, when Alberta and Saskatchewan were constituted by this parliament, an allowance at the rate of \$1.50 per head was made to them and in addition to that, these provinces had the school iands which amounted to, I think, two sections in 36, about one-eighteenth of the public lands which were available for the purposes of provincial education. Thus a comparison between Prince Edward Island and the western provinces shows that the amount allowed to the is-

the least, very small. I have shown also that the population, unlike that of any other province, is less to-day than it was at the time of confederation. I have shown that out of thirty-nine years since confederation there have been not less than thirty-five deficits of over \$1,000,000. The province, by reason of these deficits, has impaired its capital and to-day it is not able to maintain its public services as they should be maintained. The public services of Prince Edward Island are crippled by reason of inadequate revenues.

Summing it all up, and giving the best judgment in my power, I am of the opinion that the present condition of Prince Edward Island is due to two main causes, in the first place, lack of access to the mainland, and, in the second place, lack of adequate subsidies from this Dominion confederation. I think, myself since that by reason of this grant of \$100,000 additional which we are now giving them, a new day will dawn for the province of Prince Edward Island, and that her public services will be restored, will be placed upon a basis of efficiency and that her people will take fresh hope, and I look confidently for an increase of population. The business conditions of Prince Edward Island, especially if the ferry service works out as we expect, and we have continuous communication between Prince Edward Island and the mainland, and the prospects of Prince Edward Island will decidedly and materially improve and we may look forward to a period not of deficits, not necessarily of surpluses, but to a very changed condition as compared with the past.

Mr. MACDONALD. What does the minister estimate the cost of this car-ferry will be?

Mr. WHITE (Leeds). I have only mentioned that in passing. As it is not in my department, I am unable to give the information, although had I thought it relevant, I would have obtained it.

Mr. MACDONALD. It is an element in connection with the winter communication.

\$1.50 per head was made to them and in addition to that, these provinces had the school iands which amounted to, I think, two sections in 36, about one-eighteenth of the public lands which were available for the purposes of provincial education. Thus a comparison between Prince Edward Island and the western provinces shows that the amount allowed to the island of fifty cents per head was, to say

It was suggested that we should put it on the ground that Prince Edward Island had no public lands and that we would be justified in putting the grant on the basis of a dollar per head additional. That did not appeal to me, because, as I have said, the past is a closed book, and I do not regard Prince Edward Island as having any legal claims, except possibly, in connection with what the island alleges is a breach of contract by the Dominion, in regard to the interruption of communication between the island and the mainland. If at any time, in the future, the province of Prince Edward Island should come under review for the purpose of considering any further financial arrangements, then naturally, and necessarily, this \$100,000 will have to be taken into consideration, but I feel and we all feel, that the grant at the present time, is abundantly justified, and is founded in considerations of justice and equity as between the Dominion and the province.

Mr. PUGSLEY. Do I understand that this is not in any sense a settlement of claims presented?

Mr. WHITE (Leeds). I have said that I do not regard the claims, except possibly as to the breach of contract on the part of the Dominion for the failure to give continuous communication between the island and the mainland, as being legal claims. That is my view although there may be different views.

My right hon. friend the leader of the opposition (Sir Wilfrid Laurier), speaking on this matter when the resolution was under discussion, said that we were departing from the policy hitherto followed in this connection. I dissent from that, there is no departure from policy involved in this. It has not been an infrequent matter for the government of Canada to give an additional subsidy to one province. That was done in the case of Manitoba in It was done in connection with 1885. Prince Edward Island in 1887, as I have shown, when Sir Charles Tupper gave an additional subsidy of \$20,000; and although that purported to be in settlement of claims the subject was again taken up by Mr. Fielding in 1901 and a further additional subsidy of \$30,000 a year was granted. Having regard to the whole history of the

island since confederation and to the fact that she has borne her share of the burdens of confederation but has not been a participator in the advantages from that union, having regard to the estimated expenditure on railways and canals in the island at the time she came into the union and the enormous sums that have since been expended on railways and canals to the great advantage of all the other prov- Dominion government to carry out the

Mr. WHITE (Leeds).

inces, I think, as I have said, that this government and this parliament are abund-antly justified in giving this additional subsidy of \$100,000 to the province of Prince Edward Island. Nor do I think that the people of Canada will be disposed to artificiate this government if we should to criticise this government if we should appear not only to be just but even to err on the side of generosity towards that province.

Mr. HUGHES (Kings, P.E.I.). The proposition to add \$100,000 to the annual sub-sidy of Prince Edward Island is, in my judgment, one that should commend itself to every member of this House who cares to study the question. The only objec-tion I have to raise is that the amount is not large enough, and that the government has not proceeded in the way I would like to have seen them proceed. In order to make myself clear on these points, it will be necessary to refer to several matters in connection with the whole subject. As the Finance Minister has stated this afternoon, a delegation from Prince Edward Island consisting of the Premier of the province and two members of his government came to Ottawa a few weeks ago, and presented a number of claims, six I believe, to this government, that in their opinion justified the province of Prince Edward Island in getting a much larger subsidy than she now receives. During the session I myself had occasion to bring to the notice of the government another claim which perhaps might be called number seven, that I thought, and still think, had much merit, and would, even if there was no other claim, abundantly justify this government in giving to the province this additional subsidy. The further claim I speak of was that, because of the increased subsidy that has been given to the province of Manitoba in lieu of public lands, and because of other payments that are being given to Manitoba this session in lieu of public lands, Prince Edward Island, which stands precisely in the same posi-tion, should by every rule of justice and fair-play have similar treatment. Now, I propose to take up the several claims presented by the delegation that waited upon

the government, and to which the Minister of Finance has briefly referred. 1. Compensation for the non-fulfilment of the terms of union in respect to continuous communication. I was glad to hear the Finance Minister say that in his judgment this claim was a good one, in equity at all events. A claim similar to this was presented to the government in 1900, and was recognized to have merit then, because the government of that day increased the subsidy to the province by \$30,000 a year in consideration of the damage she had sustained by the failure of the

terms of confederation in regard to this particular service.

Mr. BURNHAM. Might I ask the hon. gentleman (Mr. Hughes) if he intends to move an amendment to increase the subsidy?

Mr. HUGHES (Kings, P.E.I.). I may tell my hon. friend that as a private member I have not the power to do so, but I would certainly approve of it being done. However, it is only fair to say that the service during the last few years has been much improved. There have been interruptions, it is true, during the last few years, still there has been improvement, and I hope this will continue as the years go on.

2. Compensation in respect to the public lands of Canada actually transferred or proposed to be transferred to certain provinces of Canada. The Minister of Finance referred briefly to this particular claim this afternoon. It is a claim that appeals to me very strongly, and I think will appeal to the members from Nova Scotia and New Brunswick. Now, Sir, I regard con-federation as a business concern, a joint stock corporation, if you will, a partnership business consisting of nine members, each one of the nine having a private business of his own, and the partnership holding a large block of real estate purchased out of the general funds of the partners. If you take this real estate and divide it up, giving a large portion of it to two members of the firm for their private use, you ought in all fairness to give an equivalent to the other partners in the business. I suppose a lawyer would not argue it in that way, and I was glad to see the Minister of Finance approaching the consideration of this question from other than a lawyer's standpoint. I will not look at the matter from the standpoint of the technical objections that might be raised, but from the standpoint of a business man. The maritime provinces are certainly en-titled to some consideration for the public lands that will be given to the province of Ontario and the province of Quebec. When a similar division of public lands took place in the United States, the various states of the union which did not receive land were given consideration in other respects. But as this is a matter that does not concern Prince Edward Island alone, but concerns equally Nova Scotia and New Brunswick, we will have their assistance in its settlement, and I need not therefore dwell upon it any further.

3. Compensation to Prince Edward Island in respect of having built her own railway and having given it to the Dominion at the time of confederation.

When the Minister of Finance introduced the resolution on which this Bill is founded a day or two ago, he stated that

he saw much merit in this claim. I think there is merit in it, particularly in view of the fact of the large subsidies that are given to railways in every part of the Dominion, and in view of the fact, which is pointed out in this memorial, that the Dominion government has built a railway on the island of Cape Breton costing \$3,800,000, which is entirely within the province of Nova Scotia. Some objection was raised by my hon. friend from Pictou (Mr. Macdonald) this afternoon when the Minister of Finance was speaking and a question was asked whether the Minister of Finance was taking into consideration under this head the large sums of money that had been expended during late years in railway construction in Prince Edward Island. As a Prince Edward Islander I come here to-night to say that we are quite willing that whatever money the Dominion government have expended in recent years, or since confederation, for railway construction in Prince Edward Island, should be taken into account. We come here not looking for charity, nor for gratuities, nor for doles; we come here simply looking for equitable justice-we do not say legal justice, but such equity as would appeal to any business man in dealing with his partners in the same busi-ness. We are satisfied to rest our case upon that. If it will not meet with approval on that basis, if it can be shown to us that any claims we put forward are not equitable and such claim as should be recognized by a business man, then we are quite satisfied to have them cut out. If the Minister of Finance or the government will take into consideration the enormous sums of money that have been spent in railway construction and in the subsidizing of railways all over the Dominion since confederation, from which Prince Edward Island, on account of its insular position, could derive practically no benefit, and will give us credit for our share of them, we will be quite willing to have deducted from that the sums of money expended by the Dominion government for railway construction in Prince Edward Island, and we will be satisfied to take the interest on the balance. That is a fair proposition which I think should fair proposition which I think should commend itself to the gentlemen who have some objection to any consideration granted under this head.

Mr. CURRIE. How does that figure out?

Mr. HUGHES (Kings, P.E.I.). I do not care how it figures out. I believe it will figure out to our advantage, and, roughly speaking, I believe there have been \$500,000,000 spent in railway subsidies and railway construction throughout Canada since confederation, more than was

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contemplated at the time of our entering confederation. Our proportion of that would be much greater than the whole sum of money that has been expended upon railway construction in Prince Edward Island.

Mr. CURRIE. Then you are in favour of the Bill?

Mr. HUGHES (Kings, P.E.I.). I certainly will vote for the Bill if it comes to a vote. But, I want to point out to hon. gentlemen on both sides of this House who seem to be under the impression that Prince Edward Island has got something more than she is really entitled to that I do not think that impression is well founded, and I believe that before I sit down I can prove that to the satisfaction of any fair-minded man. The next claim is No. 4 and it is a claim for an allowance in view of the large sums of money that have been expended on railway construction and canals in the other provinces of the Dominion since confederation. Practically, I have spoken upon that head, in my remarks on claim No. 3, and I need not refer to it at any greater length. Claim No. 5 is for

An equivalent for the increased subsidies granted to the larger provinces to meet the increased cost of education, public works, asylums, agriculture, charities, &c., under the amendments to the British North America Act, 1907.

was here a few The delegation that weeks ago claimed that the delegates who came from Prince Edward Island in 1906 to the provincial conference did not fully apprehend the effect of the resolutions to which they gave their support providing that there should be a change made in the per capita allowance to all of the provinces in the Dominion of Canada and by which every province in the Dominion would benefit largely, either immediately or prospectively, except Prince Edward Island. The delegates who were here a few weeks ago said that in view of that fact the province of Prince Edward Island was entitled to consideration. I have just this remark to make in connection with that and it is that, in my judgment, this government could not and would not give any increased allowance under that head; nor would the government that was in power at that time give any consideration to that proposition even if the claim made by the delegation here some few weeks ago was correct—and it may be correct. All that the Dominion government had to do, all it could properly do to that end, and all it would do would be either to ratify, confirm, and give effect to these resolutions or discard them altogether. The only way Prince Edward Island could get consideration under this head would,

Mr. HUGHES (Kings, P.E.I.)

in my judgment, be by taking part in another provincial conference. If, when another provincial conference is called it can be shown to the delegates that at the conference of 1906, inadvertently or by neglect, if you wish, or the oversight of the delegates who were appointed by Prince Edward Island in that year, an injustice was done to that province, that the next provincial conference might agree to the whole question being opened up, as it is my opinion that the several provinces in this confederation, as well as the Dominion of Canada, do not want to do any injustice to any province. If it can be pointed out to them that an injustice is being done or has been done they will take steps to remedy it. That is the reason that my belief goes so far as to satisfy me that another provincial conference would agree to have that question opened up. But this government could not possibly reconsider that question and could not, therefore, grant any relief to Prince Edward Island even if an injustice were really dome.

Claim No. 6 is practically a subdivision of No. 5 because it is only pointing out to the government the method by which the government could proceed to give consideration to the claim that was raised in No. 5, provided that it was deemed advisable by this government so to do. Now we come to No. 7 which is not mentioned in this demand, but which, in my judgment is the strongest of them all.

I am at a loss to know why the delegates who prepared this memorandum and pre-sented this case to the government, did not present a claim under that head. The Minister of Finance stated, if I understood him aright, that it was a closed book to some extent, that all these claims were of the past. Well, Sir, in my judgment, the claim that arises in consideration of the large subsidy that is being given this year and during this session, to Manitoba, in lieu of public lands, is not a thing of the past by any means, and if ever the claim of Prince Edward Island in this respect should be raised, now is the time to raise it. It appears to me that really and truly the Minister of Finance must have considered this special claim, when he, on behalf of the government, made up his mind to give this sum of \$100,000, because it is just the sum that Prince Edward Island should receive under that head. If you take into consideration, as the Minister of Finance properly stated, that Saskatchewan and Alberta when they came into confederation, received a subsidy in lieu of public lands of \$1.50 per head on an assumed population, and that Prince Edward Island for the same reason would be entitled to a per capita grant of a like amount

that subsidy would amount to something over one hundred and forty thousand dollars, or practically the one hundred and forty-five thousand dollars we will be receiving after this Bill passes. Or, take it the way I myself presented it to the gov-ernment: That Manitoba this year was getting under the Bill that recently passed this House a subsidy at the rate of \$1.25 per head upon her present population, and that she was having that subsidy dated back some four years. Surely, if Prince Edward Island is to get consideration to the same extent, and in the same way, namely, \$1.25 per head upon her population, you would give her an additional subsidy of \$75,000. Prince Edward Island would also get, if she got similar treatment to that given Manitoba, an allowance for arrears of \$300,000, upon which the interest would be \$15,000 per year. There is another large amount of money given to Manitoba and the provinces of Saskatche-wan and Alberta, to assist them in pro-viding for public buildings, and Manitoba's share of that was \$468,000. In all fairness, Prince Edward Island would be entitled to \$200,000 more on that account, the interest on which would be \$10,000 per annum, and these items would equal the exact sum that the minister proposes to give Prince Edward Island under this Bill. Now, what strikes me as being somewhat strange in regard to the delegation that came here some weeks ago, is the fact that while presenting these claims to the Dominion gov-ernment, and while finding fault with the delegates who came to the Provincial Conference from that province in 1906, for failing to apprehend the full effect of the resolution to which they were giving their support in regard to the changes that were being made in the per capita allowances to all the provinces, and by which all the provinces would benefit except Prince Edward Island, the delegates that were here a few weeks ago failed to put in any claim whatever on account of the large subsidy that was being given to Manitoba this very year in lieu of the public lands of that province. That, Sir, in my opinion, was the best, the strongest, and the clearest claim that could be put forward by the re-presentatives of Prince Edward Island. I thought perhaps that the representatives of the Island might have neglected it or forgetten it and any men might be or forgotten it, and any man might be excused for making a mistake, but when I heard the Minister of Finance say this afternoon that they had discussed the matter with him verbally, I was surprised to find that they had intentionally and designedly left out of the written mem-orial they were presenting to the gov-ernment, the best and strongest claim We are raising large sums of money which in other provinces are raised under the municipal system, and these sums are

they could bring up, thus taking the great risk of having it forgotten altogether. I am surprised at these delegates doing that while they were at the same time criticising the delegates that came to the Provincial Conference some years ago, for committing an error, the result of which would not be nearly so detri-mental to the province of Prince Edward Island as the result of their own neglect -and it was not an oversight either, but a wilful neglect of duty to the province that trusted them to represent her on this important occasion.

I would have preferred to have seen the government pursue a somewhat different course in dealing with this whole matter; I would have preferred to see the government and the Minister of Finance take up these claims one by one and examine them and dis-pose of them. I do not think it is good policy for the federal government to have a great number of claims of this kind outstanding and intimating to the people and the legislature of any province that provid-ing they put their claim strong enough and providing they are in political sympathy with the government in power at Ottawa, their claims will receive favour-able consideration. I believe that for the proper working out of the federal system and the proper management of the finances of the province, it would be far better that a province would know exactly what subsidies it could depend upon from year to year, and arrange its housekeeping accordingly. I think the principle is objectionable that a number of claims should be left outstanding and an intimation given that at some time or other these claims would be taken into consideration. It would be much better to take these claims up one by one and dispose of them in some way or other, and make such payment as would extinguish one or more of these claims so that the matter would not be heard of that the matter would not be heard of again. However, the government has not deemed it advisable to pursue that course. They have given a very considerable sum of money to Prince Edward Island, a sum that will be a substantial increase to the revenues of the province, and will enable the province to do business in a much bet-ter wer, than she has been able to do it ter way than she has been able to do it (Mr. Maclean) and the hon, member for Halifax (Mr. Maclean) and the hon, member for Pictou (Mr. Macdonald) said that we had no municipalities on Prince Edward Island and that, consequently, we are not raising any money in that way. These hon, gen-tlemen are entirely mistaken in that. Prince Edward Island, if you wish to look on it in that way, may be considered as one large municipality. We are raising large sums of money

paid directly into the provincial treasury. By the figures which the Finance Minister has placed before us, we raise \$41,000 a year from the land tax and \$17,000 a year from the road tax—\$58,000 or \$60,000 of direct taxes upon the people, besides the income tax and other taxes. I would like to ask the hon. member for Halifax (Mr. Maclean) and the hon. member for Pictou (Mr. Macdcnald) if they can tell me how that would compare with the taxation that is raised by the municipalities in their province. In addition, our school districts raise considerable sums of money for school purposes.

And these taxes are all that the farmers and other taxpayers in Prince Edward Island can reasonably afford to pay. Under these circumstances, when the province falls short of making the revenue and expenditure meet, it is quite justified in coming to this government and asking for consideration, particularly in view of the fact that it has set out claims which in all justice would entitle it to the full amount which it is receiving under this Bill. I would like to have seen the Minister of Finance apportion the grant which is now being given to one or more of these claims, and then we could have raised the other claims on their merits. It is on the merits that we intend to rest our case. We do not come here asking for doles or gratuities. We come asking for justice-not perhaps legal justice, because, I suppose, these claims could not be enforced in a court of law, but equitable justice such as men who wish to do right by one another are always prepared to carry out. Inasmuch as this payment does not dispose of any of these claims, and inasmuch as the claim which I have raised for compensation equal to that given to the province of Manitoba in lieu of public lands has not been disposed of, I will, in the discharge of my duty while I am a member of this House, have to bring it to the attention of the government from time to time and endeavour to have that claim considered on its merits.

Mr. GOODEVE. What the hon. gentleman has asked, based on the Manitoba Bill, amounts to \$75,000 plus \$15,000 of interest, making in all \$90,000. If he considers that to be equitable, is he not willing to accept the \$100,000 which is now to be given?

Mr. HUGHES (Kings, P.E.I.). In the \$100,000, we claim compensation for a large sum which has been given to Manitoba to assist in the erection of buildings, which would amount to about \$10,000 a year, besides \$15,000 for arrears.

Mr. CURRIE. Does the hon. gentleman want us to cut this grant down by \$10,000.

Mr. HUGHES (Kings, P.E.I.). I heard some gentleman this afternoon make the statement that we are not entitled to the Mr. HUGHES (Kings, P.E.I.).

same consideration as the three prairie provinces, because the Dominion government has the lands in those provinces, while it has no lands in the province of Prince Edward Island.

Mr. STEVENS. Who was the member who said that?

Mr HUGHES (Kings, P.E.I.). I heard the remark. I want to reply to that in this way. Although the Dominion government owns those lands, I do not think there is any revenue from them. They are given to the settlers free, and they are a strong inducement to bring immigrants into the western country; as practically all the sub-sidies given to the prairie provinces are based upon population, those subsidies will increase as the population of those provinces increases, and as those subsidies are taken out of the general fund, Prince Ed-ward Island will have to pay her share of them while getting nothing in return. Therefore, the fact of the Dominion government owning the lands of the prairie provinces does not interfere in any way with the equities of the case as far as Prince Edward Island is concerned. More than that, I believe that when these lands are handed back to the prairie provinces, the subsidies which are now paid and which will be paid to those provinces in lieu of those lands will not be relinquished by the provinces. No matter how you look at this question, the province of Prince Edward Island is deserving of consideration under that head. The Minister of Finance, when he introduced this resolution a few days ago, said that the claim of Prince Edward Island under that head was incontrovertible. I could not make it stronger. I be-lieve he was absolutely right, and that no matter how it is looked at, it is the one claim which above all others entitles Prince Edward Island to consideration, and to consideration for the full amount we are now receiving. This is in addition to the claims presented by the delegation which came here a few weeks ago. I claim that it is fair and reasonable, and I trust it appeals to the Minister of Finance, who, I believe, has approached this whole question from an equitable standpoint. I therefore say that we are entitled to this additional subsidy under the head which I have mentioned, in addition to what we should re-ceive under the claims presented by the special delegation.

Mr. McLEAN (Queens, P.E.I.) I listened with a great deal of satisfaction to the remarks made by the Minister of Finance (Mr. White, Leeds), in introducing this measure. He made a very clear and lucid statement of the position which Prince Edward Island occupies to-day in the confederation. He tells you, Mr. Chair-

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man, and this House, that the government had decided to grant this subsidy of \$100,-000, not as he believes upon legal grounds, but as a matter of equity, that Prince Edward Island was entitled to it, in fact, because she had not profited by confederation. These statements may be true, but I believe that there is a great deal in the statements made by the men who came up here from Prince Edward Island. They put our case not only upon a legal basis, but upon an equitable basis also. We do not care very much what part of that case is admitted, whether the legal or the equitable, so long as we get the We are getting the money, and money. I may say that I am proud that I belong to the party that is giving justice to Prince Edward Island. We have been years. We did not start right at confederation. There was a defect in the confederation of the start right at confederation of the start r which Prince Edward Island received from the Dominion; and we have been labouring under disadvantages ever since we entered confederation. As the Finance Minister has stated, there have been deficits almost every year since confederation. It could not be otherwise. We have not the means; we have not received enough to make both ends meet. We are differently situated from the other provinces. When we enter-ed confederation, we had industries. True, they were only young industries, we had our carriage factories, and a great many other industries. But when we entered confederation, the wall was taken down, and the consequence was that our young industries could not compete with the industries of Upper Canada; the large firms in Upper Canada flooded our provinces with their manufactures and our manu-The reasons facturers went to the wall. given to the government by the representatives of Prince Edward Island who came here, I think, are reasons that must commend themselves to every man in Canada. Let me read just the first clause of the memorial. I will not read the whole document, because it is long, and I know the House has already received all the information necessary from the Minister of Finance:

That it was the intention of the founders of confederation to provide for each province, from the federal revenue, a sum sufficient to enable each province to manage its local affairs without resort to direct taxation. The services assumed by the Dominion together with the subsidies were intended as an equivalent to each province for its surrendered customs and excise duties.

We surrendered our customs and excise think on the 16th of the month-that the duties. We were getting along very well delegation was here. I was speaking on

when we entered this confederation. We were practically out of debt. It is true, we owed money for our railways, but we had that as an asset, and so were prac-tically out of debt. We came into confederation, as I have said, on terms not adequate, and the consequence was, that we commenced to go back, until now we have a debt of something like \$1,000,000too large a debt for a small province. The only recourse our province could have, was to appeal to the Dominion for relief. So, these gentlemen came up here. My hon. friend from Kings, P.E.I. (Mr. Hughes) says they have omitted some claims from this memorial which they should have included in it, and he blames them very much and says they were guilty of gross breach of duty in not including in this memorial a clause the Manitoba arwith respect to rangement. When these gentlemen submitted this memorial to the government, the Manitoba Bill had not been introduced into this House, and no member of that committee knew anything about the terms of that Bill.

Mr. HUGHES (Kings, P.E.I.). Will the hon. member for Queen's, (Mr. McLean) allow me to make a statement at this point? This memorial is dated February '17. On February 16, if not earlier than that, notice was given on the order paper that this resolution would be introduced, and all the provisions of that resolution were on record before the House, and the Premier was here a couple of weeks after that.

Mr. McLEAN (Queens, P.E.I.). This document bears no date, but I know that the Manitoba Bill was introduced on the 27th of February, The memorialists came here about the 10th of February, and this memorial was prepared, I believe, about the 15th or 17th of February. The terms of the Manitoba Bill were not known to the memorialists or the members of this House. They could not suggest the thing they did not know.

Mr. HUGHES (Kings, P.E.I.). If the hon. gentleman will allow me to interrupt him again, the Minister of Finance (Mr White) said they consulted him with respect to the Manitoba resolution.

Mr. WHITE (Leeds). The hon. gentle man (Mr. Hughes, Kings, P.E.I.) is mistaken; I did not say that.

Mr. HUGHES (Kings, P.E.I.). The Prime Minister told me a few days ago-I think on the 16th of the month-that the delegation was here. I was speaking on this very subject and brought this forward as an argument, and the right hon. gentleman (Mr. Borden), told me in reply that the delegates of Prince Edward Island had brought forward this matter, and several others in a very clear, forcible, and lucid manner, and the government was considering it.

### Mr. BORDEN. What matter?

Mr. HUGHES (Kings, P.E.I.). The compensation to Prince Edward Island. I was speaking on that subject and claimed that Prince Edward Island should have compensation equal to that given to Manitoba in lieu of public lands. I was pressing that upon the government—that the government should take it up this session, and show that Prince Edward Island was entitled, according to the amount given to Manitoba, to \$75,000 and arrears, and consideration for a lump sum given to Manitoba in lieu of public lands for the erection of public buildings.

Mr. BORDEN. The Manitoba resolutions were set forth for the first time in the Votes and Proceedings of the 16th of February, which did not appear until the 17th of February. The memorial which was presented to us had been prepared before this, and was dated the 17th of February.

Mr. McLEAN (Queens, P.E.I.). I wish to show that the hon. gentleman (Mr. Hughes, King's, P.E.I.), is astray again. Why he should raise these objections to the granting of \$100,000 I cannot understand. I think he ought to be proud that at last Prince Edward Island is receiving justice from the people of Canada, instead of rais-ing objections. They are very silly objec-tions anyway, and there is nothing in them. The commissioners who came here did not lay all their case upon the six reasons which are contained and specifically stated in this memorial, but went a little further. They said there were other claims reserved for future presentation. This may have been one of them. The probability is that when my friend from Kings, P. E.I., (Mr. Hughes), goes home he will charge Messrs. Mathieson, McLean and Arsenault with gross breach of duty. But I think that the explanation is complete which the Prime Minister (Mr. Borden), has made here to-night, that the terms of the Manitoba Act for Manitoba did not come out until the 17th of February, the date when Mr. Mathieson and his colleagues submitted this case to the government. I do not suppose that the Prime Minister and his colleagues would have thought it fitting to disclose to Messrs. Mathieson and his colleagues what the terms of that Manitoba agreement was.

Mr. HUGHES (Kings, P.E.I.).

I do not suppose they did. We must assume that Mr. Mathieson and his col-leagues knew nothing at all about that Manitoba settlement, they did not know what Manitoba was getting any more than did any more than did not know did any member of this House, and why should they include something in their memorial by guesswork? for it could only be conjecture; they could not put in this memorial statements which they could not prove. They have presented this statement to the government, and I think it is the most able presentation of our case submitted to any government since confederation, and when the Minister of Finance, an able business man, read this document he saw there was something in our case. He saw that, from the statements made, we had some claim to equitable justice. He has admitted that in this House, and as a member of the House I do not care on what ground he grants it to the people of the Island; we are getting it and we thank the government and parliament for this boon to us because it will probably put us on our feet. For the present we will probably have no more deficits in that province. When a readjustment of the subsidies takes place, as I believe it will before many years, I would not agree with the Minister of Finance that this \$100,000 should receive very much weight and con-sideration. I believe we should be put on a parity with the other provinces of Can-I have no doubt that New Brunswick ada. and Nova Scotia will get substantial additions to their subsidies. They are entitled to it. I believe the maritime provinces are entitled to a great deal more than they are getting, and I do not think that the hon. member for Westmorland (Mr. Em-merson) should object to the granting to our province of this \$100,000.

'I need not say anything further as the case has been so ably presented in this memorial and so ably and so eloquently presented by the Minister of Finance in this House.

Mr. MACDONALD. The government have adopted a very singular method of dealing with the claims of the respective provinces of the Dominion in regard to the matter of increased subsidies, and I am surprised that the Minister of Finance, in presenting to the House and to this committee this afternoon, this proposition to increase the subsidy of Prince Edward Island, was not able to give us some better reasons in support of his proposition than he furnished to us. After reciting the memorial presented by the representatives of the Island government he told us there was nothing in their arguments at all, that there was no legal ground on which they could come here and ask to have any subsidy granted and having summarily disposed of their propositions in

that way he proceeded to say: Ad misericordiam, out of pity or some other reason, or for political purposes which he did not mention, this government proposes to hand out \$100,000 per annum, not on any principle, without any adjustment of proportions or relative claims, simply handing out a cheque for \$100,000 each year to that province without any justification, according to his own reasoning. It seems to me that there ought to be some serious method and principle at the basis of the procedure under which this federal government deals with each one of the provinces of the Dominion. Hitherto there have been provincial conference where representatives of all the provinces have met together and considered the relative interests and claims of each province and decided on a policy which they presented to the government. That was the course adopted in 1907 when the last readjustment of subsidies took place, and that is the constitutional method of dealing with the provinces. They should not be dealt with one by one, without any principle or basis of action, that is not a wise system of government. The Minister of Finance must realize that he reflects upon the responsibility which attaches to him in dealing with such a great question as this.

Let us look at this proposition as .it stands. Prince Edward Island is the smallest province of the Dominion. It is composed of three counties electorally, and by reason of its situation out in the Gulf of St. Lawrence, the settlement on the Island has a separate existence from the other maritime provinces and the other portions of Canada. Its population amounted to something like 110,000 people at the time it entered confederation, and the condition of affairs there was unique. You will find few instances of a population of 110,000 in such a narrow area as you find in Prince Edward Island maintaining all the panoply of government as the people of Prince Edward Island have done. You have a government and a legis-lature dealing with the wants and interests, in a provincial way, of those 100,000 people. You have the Governor coming down solemnly representing His Majesty and announcing the policy of his advisers in a speech from the Throne, and you have all the paraphernalia of an organization which would serve for a government of a population of 2,000,000, as it does in the province of Ontario. That was the condition of affairs in 1870, and that is the position to-day in regard to the government of the Island. It was only natural that that position should result in the Island drifting into confederation, but when it came into the union it did not change its system of government in any way, it never organized any municipal government in

every other portion of Canada and, except the municipal governments of Charlottetown and Summerside, there is no municipal government in that province. Out-side of these two towns the whole government of the Island is carried on by the legislature by means of the subsidy furnished by the Dominion, a condition which does not exist in any other province.

The Minister of Finance told us that the condition of affairs in the Island was lamentable indeed, that the representations made by the provincial government when they came to him was that the province was in a very bad way. My hon, friend reminds me of an utterance made by a former representative of the city and county of Halifax, belonging to the same party as the hon. gentleman, when he declared twenty years ago that confederation was a bitter disappointment. Apparently that seems to be the attitude of the gentlemen who come knocking at the doors of the present government to-day, that to them confederation was a bitter disappointment. For myself I want to say that that is not true of the maritime provinces.

All the maritime provinces are better off to-day by reason of confederation than they ever were before, and the man who asserts that confederation in any way militates against the advancement and the progress of the maritime provinces is taking a wrong position. Yet these gen-tlemen come to the Minister of Finance and say: We are very badly off and we want you to give us more money; irrespective of what you do to any other province we want you to give us \$200,000. Well, he says, \$200,000 is a little too much; won't you be satisfied with \$100,000? And they made it \$100,000; they said: We will take what we can get, we do not care whether our claim is legal or equitable. as long as we get the cash we are satis-fied. So the Minister of Finance disregards every principle which has guided every other Minister of Finance since confederation, and he says, Here is \$100,-000, it is not a final settlement at all, and we are not going to discuss the reasons for giving it to you, but take it and be happy. And he comes to this House and asks us to regard this as a serious constitutional act which ought to be copied by other governments in dealing with the relations of the Dominion to the provinces. It is a peculiar position for the government to take. My hon. friend said that not one of the grounds which were put forward by the Premier of Prince Edward Island had any legal basis whatever. My hon. friend from Kings, P.E.I. (Mr. Hughes) has put forward a ground on which I agree with him, and that is a ground on which all the maritime provinces these electoral constituencies as is done in have a right to come to this government,

namely, the attitude of this government towards Manitoba; they have a right to ask that they be dealt with on the same basis. But my hon. friend is not doing that, he is doing the business regardless of any principle, he is acting on some imaginary equities which have some undefined relation to some claims which have no legal basis. It is questionable whether, in view of the situation in the province of Prince Edward Island, the policy of this government ought not to be along the lines of bringing all the maritime provinces into a maritime confederation. You would do away with the anomaly of three counties in this Dominion, with all the panoply of a provincial government being treated as a separate province. You would relieve the financial situation in the three provinces, and you would have one great province anxious to do its part in the upbuilding of the eastern portion of this Dominion, and better able to play its part in this confederation. That would have been a wiser policy for the Minister of Finance to adopt when these gentlemen came here. I know that my hon. friend felt keenly the attitude in which he found himself, and his inability to offer to this House any justification on constitutional grounds why we should give this money. He said there might be a legal ground on account of the fact that the terms of confederation in regard to communication with the mainland were not complied with; other than that there could be no possible ground. Let us look at the clause in the Act of Union regarding that communication. T quote from the Revised Statutes of Canada, page 90, vol. 4. This is what the Dominion undertook to do:

Efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial railway and the railway systems of the Dominion.

Now hon, gentlemen have argued in the past that the terms of confederation demanded that they should have a tunnel to Prince Edward Island in order to maintain continuous communication. I want to point out that this section does not at all contemplate a tunnel, all that was contemplated was an efficient steam service for the conveyance of mails and passengers, both summer and winter. That is all the Do-mion agreed to do. And let me say that before, and at the time of confederation, there was no winter communication at all. When my hon. friend gives as one of his reasons that the lack of prosperity in Prince Edward Island is on account of the lack of access to the mainland in the winter time, let me tell him that the only access Prince Mr. MACDONALD.

Edward Island ever had with the mainland in the winter time came since confederation; and were it not for the effort of the Mackenzie government in first placing on the route, the 'Northern Light,' and other governments successively, the 'Stanley' the 'Minto,' and the 'Earl Grey,' Prince Edward Island would never had any winthe communication with the mainland. That access of Prince Edward Island to the mainland has ever since been growing more frequent and efficient.

Mr. WHITE (Leeds). Does my hon. friend argue that efficient steam service in the Dominion as required by the statute? Does not my hon. friend know that in 1901 my predecessor, Mr. Fielding, brought down a Bill to increase the subsidy to Prince Edward Island by \$30,000 a year? Will my hon. friend explain what that meant? Will he say that it had no bearing on the covenant on the part of the Dominion to provide continuous communication in summer and winter?

Mr. MACDONALD. I was showing that it had been argued by some that the terms of confederation required the federal government to construct a tunnel in order to provide that continuous communication. I was saying further, in answer to the argument that the lack of prosperity in the Island was due to a lack of access to the mainland, that access to the mainland had been growing more and more frequent ever since confederation, when the population of Prince Edward Island was greater than it is now. I asked my hon. friend if he could give me information as to how much it was proposed to expend in the construction of a car-ferry, and the hon. gentleman said that he did not have the information, and would not consider it relevant. I think it was most material. If the government was prepared to expend a large amount of money for the purpose of a carferry, certainly we had a right to ask for the information as to how it was to be spent and how much it was to cost. My hon. friend is in this position, that because in 1901, the government of that day chose to grant a sum of \$30,000 a year by way of damages for failure to provide communication in accordance with the terms of the original Act, ten or eleven years after-wards he comes to the House and says: I want you to pay Prince Edward Island \$100,000 a year; it is true I am doubtful about her legal claim; it is true I am doubtful whether the statute originally intended this to be in full settlement of all claims, but anyway, I am going to give her \$100,000 a year. My hon. friend talked about steam communication, and the lack of it, but he did not venture to put forward that as a basis upon which he is granting this \$100,000 a year. This is what was said in the Act of 1901. A sum of \$30,000 a year was to be paid and

Such allowance to be paid and accepted in full settlement of all claims of the said prov-ince against the Dominion of Canada on account of alleged non-fulfilment of the terms of union between the Dominion and the said province as respects the maintenance of efficient steam communication between the island and the mainland.

Mr. McLEAN (Queens, P.E.I.). Did the hon gentleman vote for that Bill?

Mr. MACDONALD. No, I was not in the House then. I could not have voted for it, and so, I am saying that the Minister of Finance to-day stands in a very different position because, under this section of the Act, the former Minister of Finance made a very much better settle-ment, in the interest of the Dominion than he is doing because he took a receipt in full. My hon. friend is not doing that. He gives us a lot of glittering generalities in description of the claims put forward by our friends in Prince Edward Island. But, he does not undertake to settle any one of them. There is no finality about it. I am here to take this position that my hon. friend is giving a cheque for  $\sqrt{10,000}$ a year upon the Dominion Treasury, that he is proceeding on no basis whatever, without any principle to guide us in re-gard to our future relations with that or any other province. My hon. friend told us that there were two reasons why Prince Edward Island was not prosperous; the first was because of lack of access to the mainland, and inferentially my hon.friend wanted to have the House and the country believe this to be one of the reasons why the government offer this \$100,000 a year now. The terms upon which Prince Edward Island came into confederation were thoroughly threshed out and considered by the gentlemen who represented the province at that time before they gave up their autonomy. They knew their situation and position and their hopes for the future quite as well as we do today, and they were in quite as good a position to judge as to the needs and the reasons which induced the government of Canada at that time to award them a certain My hon. friend is not, therefore, able to maintain that as any justification of his proposition in regard to this matter. Further, it seems to me that this committee ought to know what my hon. friend's position is when he comes into this House asking parliament to agree to a readjustment of the provincial subsidies on such miserable and unsubstantial grounds as those which he has put forward. If my hon, friend has any ground at all why does he not give it? I am in favour of an by any representative of that province

increased subsidy to Prince Edward Island, and also to Nova Scotia and New Brunswick. My hon. friend from Kings, P.E.I. (Mr. Hughes) gave a very good ground and it is the ground upon which I hope the other two provinces down by the sea will come to this government and ask for recognition. I refer to the Act which was passed in regard to Manitoba because, if you are going to do what is right and fair by the other provinces, you must deal with them accordingly. Whether my hon. with them accordingly. Whether my hon. friend the Minister of Finance did not want to follow out the path which he blazed in his defence of the proposition with regard to Manitoba or not, in justifying the grant to Prince Edward Island I am at a loss to know. Certainly he could justify his course in no better way in this case, than by taking the ground which he took in regard to Manitoba. But, my hon. friend, having taken that position in regard to Manitoba, is compelled to stand by it and this grant to Prince Edward Island, having no legal ground, according to the minister, he cannot and ought not, to justify it except upon the ground that he is undertaking to give the same fair-play to Prince Edward Island, that he gave to Manitoba. That same fairplay must be given to all the other provinces of the Dominion, and I have no doubt that the other provinces will be here asking him to deal with them on the same basis as he has dealt with Manitoba. That is the position in which we stand to-night. There is no legal justification for the action which my hon. friend is taking.

Mr. NICHOLSON. Mr. Chairman, I have listened with considerable interest to the hon. member for Pictou (Mr. Macdonald) who has been very bitter since the question of the car-ferry has been brought up here by some hon. members representing Prince Edward Island. He apparently looks at this question from a selfish standpoint, because the trade of Pictou comes from Prince Edward Island and if it were not for Prince Edward Island, Pictou would hardly exist. It would simply be a place for bats and owls. He finds fault with my hon. friend the Minister of Finance (Mr. White) in that, he says he has given no reason whatever for asking this parliament to contribute \$100,-000 a year to Prince Edward Island. Ι have heard this question discussed by very able men from year to year, but I have never heard a better presentation of the

than that which we had the pleasure of listening to this afternoon. I remember very well hearing Senator Ferguson and Sir Louis Davies discussing this question, but I must say that the Minister of Finance has put the case much more forcibly than I ever heard any Prince Edward Islander put it. At the readjustment in 1906 Sir George Ross, then Premier of Ontario, in the conference here, stated that, in view of the fact that Prince Edward Island would not obtain any increase in subsidy on account of an increase in population, that province ought to be credited with an amount of \$200,000. As a matter of fact our delegates came up here, and accepted \$70,000, or \$130,000 less than Sir George Ross suggested that the province was entitled to. I think from that point of view alone, the Minister of Finance is justified in giving us \$100,000 a year because every province, under that readjustment, got an increased subsidy. Ontario received an increase of \$629,000. The subsidies paid to Ontario and Quebec were originally fixed on the basis of the population of 1851, but under the readjustment Ontario's subsidy was increased, on account of increase of population by \$629,000. Quebec received an increase of \$429,000; Nova Scotia, \$47,000; Manitoba, \$81,000; British Columbia, \$61,000; and Prince Edward Island nil-not one dollar. Under these circumstances Prince Edward Island did not receive any benefit and in view of that fact-

Mr. PUGSLEY. Did the hon. gentleman say that Sir George Ross was Premier of Ontario at that time?

Mr. NICHOLSON. He was shortly after that.

Mr. PUGSLEY. Sir James Whitney was premier then and he was at the conference. Prince Edward Island received the same additional allowance for the administration of government as the other provinces.

Mr. NICHOLSON. No.

Mr. PUGSLEY. I think so.

Mr. NICHOLSON. I beg the hon. gentleman's pardon. The province of Ontario receives \$160,000 and Prince Edward Island \$75,000.

Mr. PUGSLEY. The same proportion.

Mr. NICHOLSON. No proportion at all. We had all the paraphernalia of government as well, as any other province, and therefore we lost by it. It is nothing but fair that we should have this \$100,000 in-

Mr. NICHOLSON.

crease at the present time. I must say that the present government is the only government that has ever attempted to carry out the terms of confederation that the Dominion entered into with Prince Edward Island. We were not asking for anything extraordinary, but yet our claims have not been attended to up to the present time. The leader of the opposition came down to Prince Edward Island some years ago, and he dangled before the people that if they voted for the Liberal party we would have a tunnel built. But we have waited for twenty years for that tunnel, and now this car-ferry is the only real attempt to carry out the terms of confederation in that respect. The present government are therefore to be commended for giving us that justice which we have been agitating for during the last thirty-eight years. The government of the right hon. Mr. Borden deserves all credit for that.

Mr. PUGSLEY. I do not like this resolution to pass without expressing very briefly the view I take of it. I am not at all opposed to granting liberal aid to the province of Prince Edward Island. Whatever additional amount is necessary to enable the government of that province to carry on the administration of public affairs, and to give proper assistance towards agriculture and education and public works and the various services of the province, I would cheerfully join in giving. But I do not think the government is going about the matter in the right way. I do not think it is in the interests of the whole of Canada that the Minister of Finance should submit to us some six or seven claims which have been presented on behalf of the people of Prince Edward Island and then tell us that he is not sure that any one of these claims is well-founded, and, that although they impressed him a good deal, and although the representatives of the Island made a strong argument, still he is not able to say whether any of them are just and proper claims; but, upon the whole, he would recommend parliament to grant \$100,000 at the present time and then in the future, when the matter of considering the allowances to the different provinces comes up, this item of \$100,000 which is now given, should be taken into consideration. It does seem to me that it would be very much better to put this additional aid or subsidy to Prince Edward Island upon the ground that its position in confederation is a somewhat unfortunate one. It is our only island province; it has been losing in population; it apparently does not have enough revenue to properly carry on the affairs of government, and the people of this Dominion should treat Prince Edward Island generously and make it an additional allowance on these grounds. I would

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be prepared to support the vote entirely upon these grounds, but it does seem to me that we are opening the door to very great difficulty in the future if the vote passes upon the statement of the Finance Minister—and of course it will pass be-cause it will not be opposed on this side of the House. That statement of the Finance Minister leaves the door open to the people of Prince Edward Island to come again and say: in proposing this vote of \$100,000 the government is recognizing our claims; we have put forward six or seven claims; and the Minister of Finance stated publicly in parliament that he has not determined as to which of but he these claims is just, is giving us \$100,000 on account, and he practically invites us to come again when the matter will be further considered. There is another objection which, I think, will be taken to the method the government is adopting. I think these increases of sub-sidies to the different provinces ought to be determined as a result of a conference between the governments of the different provinces. These provinces are the members of a family composing the Canadian nation, and I think this government ought to do what the Liberal government did in 1906, namely, call the representatives of the different provinces together, confer with them as to what would be a proper allowance to make to each province, and endea-vour to settle that additional allowance on some fair and reasonable basis. When the dcor was opened in the case of Manitoba I recognize it is impossible to shut it in the case of Prince Edward Island, but when you open it in the case of Prince Edward Island, I would like to know how you are going to shut it against New Brunswick and Nova Scotia. The Minister of Finance, as the member of the government administering the financial affairs of the Dominion, in referring to the different claims of Prince Edward Island, has said: There is one claim which appeals to me very strongly, and that is, that whereas Saskatchewan and Alberta and Manitoba are being allowed interest at five per cent upon a debt allowance in the vicinity of eight million dollars, and whilst Prince Edward Island was given a debt allowance of about four million dollars, as a matter of fact, Prince Edward Island does not receive interest upon that sum because she has constructed a railway which was handed over to the Dominion, and what that railway cost was charged by the Dominion against her debt account. The statement of the Minister of Finance goes on record, and let me ask him does the case of New Brunswick and Nova Scotia differ from the case of Prince Edward Island? In the case of New Brunswick and Nova Scotia, a large sum of money amounting to millions of dollars 1913, respectively.

 $195\frac{1}{2}$ 

has been expended in the construction of that portion of the Intercolonial railway running between the cities of St. John and Halifax. That road is to-day different from the railroad on Prince Edward Island, in that it is paying its way. It is contributing a handsome revenue to the treasury of this Dominion, and the earnings upon that portion of the Intercolonial railway help to meet the deficit which exists upon many other portions of the system which have been constructed by the Dominion. And yet, although the debt allowances of these two provinces were made in the vicinity of eight million dollars, they have not received the interest upon that cost. While the railroad passed over and became the property of the Dominion of Canada, the inter-est upon the cost of construction and the debt which had been incurred for its construction was charged up against the provinces of New Brunswick and Nova Scotia.

I cannot see why the Minister of Finance should take the case of Prince Edward Island for special consideration and ignore the cases of New Brunswick and Nova Scotia. But this all shows the unde-sirability of dealing with these provinces by piecemeal. It shows the undesirability of giving the large additional allowance which was given a few days ago to the province of Manitoba, of giving a bonus of some \$2,000,000 practically to the province of Ontario, of arranging to appoint a commission to arbitrate the claims of British Columbia, instead of calling a confer-ence of the provinces, and dealing with the claims of all of them, and endeavouring to settle those claims once for all on a fair and equitable basis. Representing the province of New Brunswick, I have felt it my duty to make these observations-not at all to oppose this vote; because, as I have said, I am willing to make a liberal grant to Prince Edward Island; but I would have very much preferred to have placed it on the broad national ground that, owing to the peculiar situation of that province, without dealing at all with any of these claims, parliament, in the exercise of its discretion, was willing to vote a rea-sonable amount—and I take it that \$100,-000 is not an unreasonable sum-for the purpose of bettering the condition of Prince Edward Island for carrying on its affairs. Bill reported, read the third time and

Bill reported, read the third time and passed.

### FURTHER SUPPLEMENTARY ESTIMATES.

Mr. WHITE (Leeds) presented a message from His Royal Highness the Governor General transmitting further supplementary estimates of sums required for the service of the Dominion for the years ending the 31st of March, 1912, and the 31st of March, 1913, respectively.

### ONTARIO BOUNDARIES EXTENSION.

Mr. BORDEN moved the second reading of Bill (No. 152), to extend the boundaries of the province of Ontario.

GRAHAM. May I ask my hon. Mr. friend if the province of Ontario has signified its willingness to accept the bound-aries as outlined in this Act? It has to do that by legislation. That legislation, I pre-sume, has not been passed. Has it otherwise signified it?

Mr. BORDEN. The province of Ontario has signified its intention in an informal way. The hon. gentleman will observe that this Act, by its terms, is contingent on the assent of the legislature of Ontario, given as required by the British North America Act of 1871.

Motion agreed to, and Bill read the second time, and House went into committee thereon.

Mr. JGSLEY. What is the extent of the territory that has been added to the province of Ontario?

Mr. BORDEN. I had a memorandum on that point on the reading of the resolution, but I have not it before me at the moment, and I do not recollect the figures.

Mr. PUGSLEY. I think it was about 270,000 square miles?

Mr. BORDEN. Not that much, I think. I shall be glad to get the memorandum and send it to my hon. friend.

Mr. PUGSLEY. This means transferring without consideration-I am not complaining of that-to the province of Ontario this vast area of land some of which, of course, is more valuable than other portionssome may be valuable for farming, some by reason of forests, and some by reason of mineral. Earlier in the session, when this matter of extending the boundaries of some of the provinces was mentioned, my right hon. friend (Mr. Borden) was good enough to state that the views I had pre-sented with regard to the desirability of considering the position of the smaller provinces, New Brunswick, Nova Scotia, and Prince Edward Island whose areas could not be extended—I do not know that he said those views appealed to him, but that there was a good deal of force in the contention. And he said that when the time came to consider the question of handing back to the prairie provinces the public lands this question might be taken up. I would like to ask him if he does not think that the question of compensation to the smaller provinces ought to be considered-I do not mean at the present time-in view of the grants which are now being made to Ontario and Quebec of the public lands of Canada? It seems to very considerable area. I am inform-

Mr. WHITE (Leeds).

me that if we are to regard these vast territories as the property of the people of Canada, now that we are handing them over to the provinces, the smaller provinces of New Brunswick, Nova Scotia and Prince Edward Island have a claim upon the federal treasury in that regard. We know that in the case of the United States, when Louisiana was purchased from France, it was purchased out of the money of the federal government, and the land was regarded as the property of the federal government. And I think I am correct in stating-I read it in a reliable work-that a certain portion of these lands was made over to the older states in the Union to enable them better to carry on their work of education. am not able to see why some consideration ought not to be given to the smaller provinces, which by reason of their situation cannot ever be extended in area. We do not know at the present time what is the value of these vast areas which have been transferred to Ontario and Quebec. My recollection is that the area in the case of Quebec is in the vicinity of 200,000 square miles, and Ontario, perhaps not so much.

Mr. BORDEN. No, not so much for Ontario.

Mr. PUGSLEY. But certainly a vast area, and for Quebec an even larger area. I mention this matter now, not intending to oppose the Bill, but only because I feel that it would be a very great satisfaction to me and the lower provinces, if my right hon. friend could hold out some hope that their claim would be taken into consideration without waiting for the time to come—which may be in the distant future-when the question of handing back the natural resources to the prairie provinces will be taken up.

Mr. BORDEN. I quite appreciate the spirit and the object of the observations my hon. friend has just committed. I have not the slightest hesitation in saying to him what I have said very distinctly before that the views he puts forward do appeal to me, and I think that in regard to the territory of these two very large provinces and in connection with the pro-posed transfer of the public domain to the three prairie provinces, the just rights of the maritime provinces of Canada, must be taken into consideration. So far as the date is concerned, I would not like the hon. member to press me too closely in regard to that; because I have not been able to give to the subject the consideration that would be necessary before making an absolutely definite statement upon the point. It is perfectly true that the area being added to the prov-inces of Ontario and Quebec is a 6157

ed that the figure which, I believe, was mentioned on a previous occasion as the area being added to the province of Ontario, was about 140,000 square miles, and that the territory being added to the province of Quebec was much larger, about 450,000 or 460,000 square miles, if I am not mistaken. But the value of this territory, however, is entirely problematical. It is possible even probable, that some portions of it may be found suitable for settlement. One would suppose that so far as we have any knowledge of the territory -we have a very imperfect knowledge of certain large portions of it—its value would depend largely upon the existence of mineral there, and that is not known at the present time. To indicate that the territory added to the province of Ontario has not been developed in the meantime, I might say that the total population to be found in the confines of that territory, 140,000 square miles, was not more than 4,018 by the last census, divided according to origin as follows: 21 English, 24 Scotch, 3 Irish, 23 French, 2 Scandinavian, 3,784 Indians and 161 Halfbreeds. I would repeat that, so far as the development up to the present time is concerned, there apparently has been very little in that territory.

The territory may prove to be very valu-able in the future, we all hope it will, and should it prove so valuable before the time we think it desirable to give consideration to the claim which my hon. friend has mentioned this afternoon, it will perhaps be more reason for giving that just and even generous consideration to the claims of the maritime provinces for which he has spoken so forcibly in his remarks a few moments ago.

Mr. GRAHAM. If there are minerals in the five-mile strip allotted to Ontario for the construction of a railway through this new portion of Manitoba, do the minerals belong to the Dominion of Canada or to Ontario or to Manitoba?

Mr. BORDEN. All the public domain in that territory which is to be added to the province of Manitoba remains in the Crown as it has remained in the Crown in the right of Canada within the provinces of Alberta and Saskatchewan. The Crown has the right to grant that public domain under statute passed by this parliament. The Crown, acting on that right or if necessary by such further right as may be conferred by this parliament as soon as the land is the exact locations where they are:

located-and the province of Ontario has five years in which to select the land-will grant that land to the province of Ontario absolutely. The reason of the grant is for the construction of this railway. Whether the railway shall be constructed or not, that land will be vested in Ontario.

Mr. PUGSLEY. There is no reservation of minerals?

Mr. BORDEN. No.

Mr. LEMIEUX. Is it established that of the two ports of Hudson Bay, Port Nelson is the one which ultimately will become the port of the Hudson Bay?

Mr. BORDEN. I am not in a position to say that any absolute conclusion on that point has been reached.

Mr. LEMIEUX. It seems to be the opinion that Port Nelson is the one that is liable to development.

Mr. BORDEN. I do not know if the information in the possession of the Minister of Railways is sufficiently definite to lead him to an absolute conclu-sion, although there seems to be an opinion among the public that Port Nelson will probably be accepted.

Mr. GRAHAM. As I understand the situation, so far as railway construction is concerned and for the purposes of the railway, Nelson is by far the better port. At the present time Churchill is the better port for a limited ocean traffic, but if the traffic is to grow to the dimensions that it is expected and hoped it will, then the better facilities for the ocean terminals, as well as the railway, can be found at Nelson.

Mr. BORDEN. I thank my hon. friend for that expression of opinion. I have heard a great deal urged in favour of each port, but I have not been able to make much of a study of the question. I appreciate the fact that my hon. friend (Mr. Graham), as Minister of Railways, must have given a great deal of attention and study to this question.

Mr. LEMIEUX. The population which was mentioned by the right hon. gentleman a moment ago, is settled on the shores of the bays.

Mr. BORDEN. I can give my hon. friend

In Ontario.	lation
Albany Fort	. 447
Attawapiskat	
Beaver House	
Cat Lake	
Fort Hope	
God's Lake Post	
One Man's Lake	
Osnaburg	. 343
Trout Lake	. 476
Wenisk	. 102
Total	4,018

Mr. PUGSLEY. My hon. friend will see that the population is no test of the value of the land. Take the province of New Brunswick, where there is some of the finest land, splendidly timbered; until a railway was put through, there were very few people. In the Cobalt district also, I suppose twenty years ago, there were no people living there. So it may be with this northern country.

Mr. BORDEN. A question has arisen with regard to the rights of the Hudson's Bay company. I move that the Bill he amended by inserting the following section, as section No. 3:

3. Nothing in this Act shall in any way prejudice or affect the rights or properties of the Hudson's Bay Company as contained in the conditions under which that company surrendered Rupert's Land to the Crown.

As a matter of fact, nothing in the Bill could affect the rights, of the Hudson's Bay Company, as the Crown took it subject to those rights, as they were expressed in the deed, of surrender. However, in the constitutional Acts of all the provinces, a clause such as this has been included, although up to the present time such a clause has not been inserted in any Act adding territory to a province. But as Ontario and Quebec were provinces which came into the Dominion in the first instance, and are not directly affected, as Manitoba, Alberta, and Saskatchewan were affected by a clause inserted in their constitutional Acts in the first instance, there seems no good reason why this clause should not be inserted now, and the Hudson's Bay Company are of the opinion that their rights will be better guaranteed in that way.

Amendment agreed to.

Bill reported. Mr. BORDEN.

### Location.

- At mouth of Albany river. At mouth of river of same name.
- About latitude 56 and west longitude 90.
- About latitude 52 and west longitude 92. On north side of Albany river.
- About latitude 55 and west longitude 95.
- On north side of Lac Seul. North of English river, 11 miles. East of Manitoba boundary
- On north side of Albany river.
- About latitude 54 and west longitude 90.

At mouth of Wenish river.

### QUEBEC BOUNDARIES.

Bill (No. 151) to extend the boundaries of the province of Quebec, read the second time and House went into committee thereon.

Mr. PUGSLEY. I suppose that this might be the appropriate time to consider whether there should be a clause in the Bill providing, as one of the terms of the extension of the boundaries, that in determining the representation of Quebec, notwithstanding the extension of her boundaries, it shall continue as it existed at the time of the union of the provinces.

Mr. BORDEN. There is a clause of that kind in the Bill.

Mr. PUGSLEY. I think it requires a slight change. I would like it to read: 'The territory added to the province of Quebec subsequent to confederation,' so that the 65 members from old Quebec would remain at that number, notwithstanding the population of the additional territory. I think it should be the old prov-ince of Quebec whatever it was at the time of confederation. There is some question as to whether in 1898 the boundaries of Quebec were enlarged or whether they were simply defined in the My hon. friend who represents statute. Norfolk (Mr. Charlton) had to do with the surveys of that territory which, in my opinion, it is very clear was added to Quebec in 1898, and he says that there is no question whatever that the territory was added.

Mr. BORDEN. No question about what?

Mr. PUGSLEY. No question that the territory was added to Quebec in 1898.

Mr. BORDEN. It was added by statute.

Mr. PUGSLEY. Yes, it was added by statute. But, I think, now that we are

Dama n. making provision as to the representation, we ought to provide that the representation of 65 shall be the representation of Quebec as it existed at the time of the Act of Union. It seems to me that that would be only reasonable and fair.

Mr. BORDEN. Perhaps we had better discuss that when we come to clause 2 if my hon, friend has no objection?

Mr. PUGSLEY. I have no objection.

Mr. BORDEN. Perhaps the committee will allow me to give the statistics in regard to the population. The population in this added territory, according to the last census, and according to origin, is as follows: 8 English, 2 Scotch, 543 Esquimaux, 663 Indians and 46 Half-breeds, a total of 1,262. I observe that in 1908, when the resolu-tion was moved, my right hon. friend the then Prime Minister (Sir Wilfrid Laurier) gave the area of the added territory as follows: The territory of Ungava, which is added to the province of Quebec, has 180,000 square miles of water-that is to say, I presumeof lakes within that added territory—and 266,000 square miles of land, or a total of 456,000 square miles. My right hon. friend said that he had not the figures in regard to the province of Ontario, but that the added territory was in the neighbourhood of 140,000 square miles.

On section 2, boundaries extended.

Mr. BORDEN. This is the clause on which we might have the discussion. As I understand my hon. friend (Mr. Pugsley), he suggests that this should be altered so as to provide that the population of Quebec should be estimated for the purpose of adjusting representation as being only that of the province as originally constituted.

Mr. PUGSLEY. Yes.

Mr. BORDEN. Is there not a difficulty in that inasmuch as the Act of 1898 was passed without a reservation of that kind?

Mr. PUGSLEY. I do not think so because parliament, I would think, could provide as to the representation of the territory which has been added since confederation. I know that it would remove a very great grievance which exists amongst the people of the lower provinces. They are losing their representation as a result of the census of this year. New Brunswick will lose two, Nova Scotia two and Prince Edward Island one. The Transcontinental railway will run through a portion of the territory which was added in 1898 and there will be a considerable increase of population in that territory. Hon. gentlemen will see how it would tend to remove the grievance if the same law or the same provision should be

made to apply to the territory which has been added since the time of the union. Then, to this added territory, there could be given representation in proportion to its population. It would be no injustice to Quebec. I do not imagine there would be any objection from Quebec because in addition to the 65 representatives from the old province of Quebec, which forms the unit of representation, the people of this added territory would be counted separately and would be entitled to their representation. The matter has been dealt with a great many times by the provincial legislature of New Brunswick and it has been brought up in this House. I remember that Dr. Daniel who formerly represented St. John brought it up at one time and I am sure that a provision could be put in here which would tend to remove one of the grievances, at all events, in connection with the loss of representation.

Mr. LEMIEUX. I am sorry to disagree with my hon. friend (Mr. Pugsley) with whom I generally agree. But, this even-ing we agree to disagree. Of course, I am very grateful to the government for bringing in this legislation and I am quite sure that the province of Quebec will also be grateful to the government. But, they must not be Greek presents, they must be real presents to the province of Quebec and if the arrangement suggested by my hon. friend (Mr. Pugsley) were adopted I am quite sure the province of Quebec would not accept the new territory with such a condition attached. If we read chapter 3 of the statute of 1898, it is evident that what was done at that time was only to define the then well-known limits of the province of Quebec. There had been for many years a doubt as to the limits of the province of Quebec. My hon. friend (Mr. Pelletier), who sat in the legislature, and who was, I think, a member of the Flynn administration, will remember that a commission sat for several sessions in the Quebec Assembly and conferences were held between the Mousseau government first, then the Mercier government, and finally the Flynn government, with the federal authorities, and after discussion at these conferences it was decided that the limits of the province of Quebec should extend as far as the height of land. I read the preamble of that statute:

Whereas, in and by the British North America Act 1871 it is enacted that the parliament of Canada may from time to time, with the consent of the legislature of any province, annex, increase, diminish, or otherwise alter the limits of such province upon such terms and conditions as may be agreed to by the said legislature, and may, with the like consent make provision respecting the effect or operation of any such increase or diminution or alteration of territory in re-

And whereas, it has been agreed between the government of the Dominion of Canada and the province of Quebeo that the northand the province of Quebec that the north-western, northern, and northeastern boun-daries of the province of Quebec shall be those hereinafter described, and the legis-lature of Quebec has by chapter 6 of the statutes of 1898 expressed its consent that the parliament of Canada should declare the said boundaries to be the northwestern, north-ern an northeastern limits of the said arout ern and northeastern limits of the said province, therefore, &c.

And so, there was an agreement made between the two governments as the result of researches which had been made heretofore on the question of whether the height of land should be the boundary of the province. That agreement was carried out by this statute, and although the province of Quebec in the present instance does not get more representation after accepting from this government the new territory of Ungava, it would not be fair to ask the province of Quebec to extend that provision and say that the territory which was added before should not count, because that territory was the property of the province of Quebec although up to that time, the question as to whether or not the province of Quebec was entitled to that territory, was in abeyance. But it was finally decided after having studied the old maps and after many conferences that the real boundaries of Quebec were the height of land.

Mr. PUGSLEY. Does not the territory which is described by this Act of 1898, extend a long distance north of the height of land, as far up as what is called the East Main river, miles and miles beyond the height of land?

Mr. LEMIEUX. I am not a geographer, and I cannot answer, but the result of the investigation which took place during many years was a decision that originally the boundaries of the province of Quebec had not been fixed properly, and it was agreed between the two governments to correct or better define the boundaries of that province. I would be very sorry indeed to have to hold against my hon. friend (Mr. Pugsley), but I fear I shall have to on this occasion. The province of Quebec is willing that this new territory be added, subject to the restriction in subsection (a), but, to anything further than that, I am sure the province would not agree. As I stated a moment ago, this is a present, but let it not be a Greek present; we are quite willing to have this existing restriction, but no other.

Mr. CHARLTON. As there is a difference of opinion between my hon. friend (Mr.! Mr. LEMIEUX.

Pugsley) and my hon. friend (Mr. Lemieux) with reference to the northern boundary of the province of Quebec, I might take this opportunity to give a little bit of history in connection with that matter. In 1897, at the request of Mr. Hardy, then Premier of Ontario, I went to the Moose river country in Ontario to make an exploration and report. At the very same time the province of Quebec sent a man named O'Sullivan from Lake St. John to explore the country between that and James bay, which he did. He came back and reported to the Quebec government on the 9th of December, 1897, and the Quebec legislature, as provided in the British North America Act, immediately, January 15, 1898, passed an Act, acquiring for the province an additional territory of over one hundred thousand square miles, and the western portion of that new territory is more than one hundred miles north of the height of land and goes down to James bay. The Quebec legislature did this be-cause of the report of Mr. O'Sullivan as to the great value it would be to that province to acquire this territory which he described as a rich agricultural country. In his report he mentions the fact that at Moose Factory there was no frost up to the 9th of October. The Dominion parliament, in June, 1898, following, ratified the Act of the Quebec legislature, un-der which they acquired for themselves about one hundred thousand square miles, and, it was not to define the original line upon the height of land, because it went over one hundred miles north of the height of land; it was to acquire that valuable territory. In reporting to the Premier of On-tario, I urged him to do a similar thing and pass an Act acquiring a large portion of Keewatin by extending the line between Ontario and Manitoba north until it touched Hudson bay north of Fort Churchill. Mr. Hardy thought that was a frozen region and that it was not worth while. I urged Mr. Ross, who succeeded Mr. Hardy as Premier of Ontario later, to do the same thing, and that was neglected also. But, with reference to this boundary of Quebec, I say that it was not to define the disputed line, but to acquire about one hundred thousand miles of additional territory that this legislation was passed. As a matter of fact the northwesterly boundary of this new territory is at sea level on James bay about twelve hundred feet lower than the height of land.

Mr. PELLETIER. I am very glad to hear the hon. member for Norfolk (Mr. Charlton) give us what he remembers of this matter, but I may correct him by telling him that the province of Quebec has always claimed that the boundary went north to the point at which it was fixed in 1898.

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It has been claimed that new territory was added to the province of Quebec in, the year 1898; but if my hon. friend will look at the correspondence which took place, and the study of this question which was made by the committee to which the hon. member for Rouville has referred, he will see that it was put forward as a claim that this territory had always been part of the province of Quebec, and that claim was assented to in 1898. The Act shows that it was an agreement between the parties in order to define something about which there were claims and counter claims. I do not remember all the facts, because this was so long ago, but I am sure of the fact which I have just stated.

Mr. PUGSLEY. I am sure that the maritime provinces—certainly I can speak for the province from which I come—do not wish to interfere in any way with the unit of representation of the province of Quebec as it existed at the time of the passing of the British North America Act. That is the question: did the people of the maritime provinces believe that this large addition was to be made to the territory of that province? My hon. friend from Norfolk (Mr. Charlton) makes out very clearly that the territory was enlarged. Now, could you not adopt a section like this:

The population of the territory added to the province of Quebec subsequent to the coming into force of the British North America Act shall be excluded in ascertaining the population of the said province for the purposes of any readjustment of representation of the other provinces consequent upon any census.

If that territory was not added, it would form a part of the territory in respect of which there were to be the 65 representa-tives. If it was added territory, like the territory we propose to add now, it would have additional representation. All we want is that Quebec shall mean what it was at the time of confederation, whatever it was. But we in the maritime provinces believe that a careful study of geography and history shows absolutely beyond question that the northern boun-dary of Quebec at the time of confederation was the height of land, and that when its boundary was extended to the East Main river, that was an addition to its territory of about 100,000 square miles, and that territory ought to be treated just as it is proposed to treat the added territory now. But if the contention of my hon. friend is correct, that that always formed a part of Quebec, and if an amendment is added to the Bill such as I propose, it would not apply to that. Then, I propose to add as subsection (b):

In the census of the population of Canada, which is required to be taken in the year 1921 and in every tenth year thereafter, the population of the territory added to the province of Quebec shall be distinguished from that of the said province as it existed at the time of the passing of the British North America Act, and the representation of the said territory in the House of Commons shall be determined according to the rules enacted by section 51 British North America Act, 1867, regulating the representation of the provinces other than Quebec.

Now, if it is true, as we believe in New Brunswick, as our legislators declare, as it seems to be according to the statement of the hon. member for Norfolk, that this territory, in which is the Abitibi district and the large and extensive territory now traversed by the Transcontinental railway, was added to Quebec since confederation, would there be any injustice in say-ing that the population of that territory should not count in making up the population which gives 65 representatives to the province of Quebec. I do not under-stand, from what my hon. friend from Rouville says, that he wants anything beyond this, that Quebec shall be Quebec as it was at the time of the passing of the British North America Act; but he says it went beyond the height of land. He says that Quebec's northern boundaries at the present time are the same as they were at the time of the Act of Union. We say no, that 100,000 square miles were added to its territory since confederation, and that it is manifestly unjust to the smaller provinces that the population of that added territory should count against us in ad-justing our representation. No harm would be done to Quebec if that be recognized. It will put that territory in the same position as the territory proposed to be added now.

Mr. LEMIEUX. I may say that this question came before the Judicial Committee of the Privy Council some years ago, when my hon. friend presented a very able argument on behalf of his province. It was after the census of 1901, when Prince Edward Island, New Brunswick and Nova Scotia each lost two or three representatives. Sir Allen Aylesworth represented Prince Edward Island and my hon. friend represented New Brunswick. My hon. friend then, with consummate ability, submitted to the Judicial Committee of the Privy Council the same arguments which he is urging this evening, with a view to having the committee decide that the Dominion unit of representation should be that of Quebec before the definition of the boundaries in 1898. That was one of his strong arguments, and the Committee of the Privy Council decided in that case, that whether the boundaries

were altered or were better defined by that statute, none of the provinces which had lost their representation because of the 'added territory, should complain, because the word 'Canada' in the British North America Act meant Canada from time to time. My hon. friend argued that Canada should mean the Canada composed of the four original provinces. With regard to Quebec he said that it was not as it had been at the time of the four original provinges, that it had been enlarged, and that the unit of representation should be that of original Canada. But the Privy Council decided the point. Its decision was that Canada meant Canada from time 'to time.

Mr. PUGSLEY. The question as to the unit of representation was not decided by the Judicial Committee. I think that what my hon. friend must have in mind is the construction of subsection 4 of section 51, which we always speak of as the saving clause. That construction is that 'province' in that subsection meant the provinces as brought into confederation from time to time.

Mr. LEMIEUX. I have a good mem-ory, and I think I may say of my hon. friend (Mr. Pugsley) that he fought with his usual ability for his views in this case. The court had practically decided in the morning, after hearing Sir Allen Ayles-worth, to give judgment, and in the after-noon the hon. gentleman (Mr. Pugsley) was on his feet, and I said to many others present that no better argument could be offered on behalf of the provinces than the one made by my hon. friend. And I re-member vividly the special plea made by my hon. friend that the boundaries of Quebec had been extended. He mentioned that fact as convincing evidence in the case of New Brunswick that this increase in Quebec's territory had been working against New Brunswick, his own province. But the Privy Council decided otherwise. As I have said, I hold no brief for the province of Quebec, but I am sure that if this amendment should pass, the legislature of that province would certainly not accept the territory of Ungava.

Mr. PELLETIER. Then, the amendment would defeat the object of the Bill.

Mr. PUGSLEY. I am not quite sure that that is the proper attitude to take. That might be a reason for negotiation. But I cannot imagine that the province of Quebec would refuse the grant if the gov-ernment is satisfied that new territory was added to the old province of Quebec. That is a question of fact, or of law, or of combined law and fact. I understand the hon. member for Rouville (Mr. Lemieux) that there never was an addition of terri-

Mr. LEMIEUX.

British North America Act. If so, my But if it is amendment has no effect. true that 100,000 square miles were added to Quebec, and that Quebec to-day is not the province of Quebec as it was when Nova Scotia, New Brunswick and Ontario joined forces with Quebec in confederation, surely the maritime provinces have a right to have that considered, and to have the unit of representation limited to Quebec as it was. That is all my contention. But I do not think it would be a reason-able view for the representatives from Quebec to take that if legislation in regard to the unit of representation was added they would not accept the territory. I hardly think the government of Quebec would take that attitude. It would not be a reasonable attitude.

Mr. BORDEN. The difficulty I have about the hon. member's suggestion is this; if clause (a) of section 2 were adopted in the form he suggests, would we advance the matter any further? The ques-tion after the census has been taken would be as to the original boundaries of Then we should be met at Quebec. once with the statute of 1898 which did not purport to enlarge the boundaries of the province of Quebec, but to declare them. Now, could any government so confronted, under these conditions, with the necessity of determining what were the original boundaries of the province of Quebec go behind the statute of 1898 which declared these boundaries as set forth in that statute? For that reason it does not seem to me that the amendment which the hon. gentleman suggests would really advance the matter further.

Mr. PUGSLEY. Except this, that it would be a question of fact, or of both law and fact, which would have to be decided upon investigation by the government up-on the advice of the Minister of Justice. If my right hon. friend will take the statute of 1898, he will see that it does not profess to be a mere determination of these boundaries, because parliament is careful to recite 'the power from time to time to increase, diminish, or otherwise alter the limits of a province,' showing clearly that parliament thought it was altering the limits. Then it says that it has been agreed between the province and the Dominion that the northern, northeastern, and northwestern boundaries shall be as hereinafter described. If it had been merely a fixing of boundaries to remove doubts it would have said: Whereas it is desirable to remove doubt as to the true northern boundary of Quebec, therefore, parliament declares them to be so and so. But this language I have quoted is quite consistent tory, that Quebec is as it was under the with parliament declaring what shall be

the boundaries in future, for parliament is careful to recite the authority of the British North America Act of 1871, to alter, reduce or otherwise extend the boundaries of the provinces, and it is under that authority that parliament acted in 1898.

Mr. BORDEN. I observed the recital to the statute of 1871 which declared. 'that the parliament of Canada with the consent of the legislature of a province, may increase, diminish or otherwise alter the boundaries of any province.' The Act of 1898 is, however, framed as a declaratory statute. Even if we accept the effect that he is apparently disposed to give to this recital, we should not know whether parliament intended to 'increase,'or 'diminish' or 'otherwise alter' the boundaries of the province. I suppose the expression 'otherwise alter,' alludes to the possibility of altering the boundaries of a province without either increasing or diminishing the area, leaving the same amount of territory within the new boundaries as was contained within the former boundaries. That, of course, might be possible, but very improbable. It would be a question of fact, except that with the statute before us which has declared the boundaries but does not purport either to increase or diminish the territory it seems to me that the government could not accomplish the result which my hon. friend seems desirous of securing by his amendment unless it repealed the Act of 1898, and then entered upon the investigation which he suggests.

This is the difficulty I have about the amendment of my hon. friend that if, as a matter of fact, the Act of 1898 did increase the boundaries of the province of Quebec to the extent that the hon member for Norfolk (Mr. Charlton) has suggested or to any extent whatever, there ought to have been a provision in that Act similar to that which we include in the Bill now before the committee; but to have done that would have made it absolutely necessary in connection with the Act of 1898, to have declared expressly whether or not there was any increase and to have set forth the boundaries of the province as they previ-ously existed. It is perfectly clear that no legislation could be effective along the line which has been suggested unless we had a declaration by statute not only of the new boundaries but of the former boundaries in order that we might know to what territory we should be confined in the future in estimating the unit of population for the purpose of readjusting the representation of other provinces.

Mr. PELLETIER. It is well known that what legislators have said in the course of debate when a Bill is being enacted does not afford much help in the interpretation of the law before the courts, but what was

said in 1898 may guide us in this House to a very great extent. We see by 'Hansard' that Mr. Sifton who introduced the Bill declared that this was to ratify a convention entered into between the province of Quebec and this government establishing a boundary between the Dominion of Canada and the province of Quebec. He repeated the same thing when the Bill was read a second time and there was no debate.

Mr. LEMIEUX. This was also the view taken by the Quebec government of the day because I see by the Quebec statute, passed as a result of the legislation adopted here in the same year 1898, an Act Respecting the Delimitation of the Northwestern, Northern and Northeastern Boundaries of Quebec. It was not considered an increase of territory but simply a delimitation of the boundary.

Mr. PUGSLEY. In the recital of the Quebec Act it does not profess to be simply a fixing of boundaries. It recites as the Dominion statute does the authority given by the British North America Act of 1871 to alter the boundaries of a province, to enlarge a province. These are the words:

Whereas the Act 34-35 Victoria, chapter 28, of the parliament of the United Kingdom of Great Britain and Ireland, entitled: 'An Act respecting the establishment of Provinces in the Dominion of Canada 'enacts that the parliament of Canada may, from time to time, with the consent of the legislature of any province, increase, diminish or otherwise alter the limits of such province, upon such terms and conditions as may be agreed to by the said legislature,—

That is the recital. It provides that:

-and may, with the like consent, make provision respecting the effect and operation of any such increase, diminution or alteration of territory.

It then says:

Whereas it has been agreed, between the government of Canada and that of this province, that the northwestern, northern and northeastern limits of the province of Quebeo, should be those hereinafter indicated,-

There is no pretense that it is agreed that the boundaries of Quebec are to-day so and so, but it is declared that in future they shall be so and so; and they determine what these boundaries shall be by reason of the authority conveyed in the British North America Act of 1871. It is true that Mr. Sifton, perhaps, was not impressed with what was being done; perhaps he thought it was a delimitation of boundaries, and I am told that the Bill was introduced in the most informal manner; it attracted no attention. Representatives from New Brunswick had not their attention called to it, and nobody

down there realized that it was adding 100,000 square miles to Quebec, as is affirmed by the hon. member for Norfolk (Mr. Charlton). However, it is for the government to deal with the matter. I am sorry my right hon. friend cannot see any solution of the difficulty, and I am particularly sorry for the attitude of my hon. friend from Rouville (Mr. Lemieux), who is ordinarily so desirous of doing justice, that he should think there would be any difficulty in carrying out my proposed amendment, because as I have said if this territory was always a part of Quebec we do not want it to affect the re-presentation at all, but if it is true that 100,000 square miles were added, which must be a question of fact easily ascertainable, why as a matter of justice should that be taken as forming part of the province of Quebec in determining the unit of representation? I cannot see why it should. 1 felt it my duty to bring the matter up. 1 know how strongly the people of New Brunswick feel about it. It has been discussed in the legislature, and people believe there was this large addition to the province of Quebec and feel that the population of that added territory ought not to count against them in respect to representation.

Mr. CHISHOLM (Antigonish). Assuming that from the legal point of view the amendment proposed by the hon. member for St. John (Mr. Pugsley) would not be effective without some modification or perhaps the repeal of the Act of 1898, why should there not be such modification or repeal of that Act if necessary in order that justice may be done to a considerable portion of the country. We are all willing to concede that Quebec has a right to maintain her rights, but there are other provinces just as jealous of their rights, and if, as contended by the hon. member for St. John, the original boundaries of the prov-ince of Quebec were to be the height of land and the effect of extending the boundaries will be to take away from the maritime provinces their proper representation, I submit it is only fair that the province of Quebec should be compelled to confine herself within what is strictly her right. If the contention of the hon. member for Rouville is correct we will have to be content. with the result, but where is the injustice to Quebec in the amendment proposed? Quebec would still have its 65 representatives, and also such representatives as the additional population in the increased territory warrants. With the increase we are now making, or the increase which it is alleged took place in 1898, they will have all the representation they will be entitled to; they will have no grievance. Why, then, should there be any objection on the part

Mr. PUGSLEY.

of Quebec to such an amendment? I cannot understand why Quebec should make any objection in the matter. But if it did, it is only right that the other side of the case should be heard; it is only right that the maritime provinces should be given an opportunity of showing what they are entitled to in the way of representation.

Mr. BORDEN. My hon. friend has not considered the provisions of the British North America Act, 1871. I can understand the contention of the hon. member for St. John (Mr. Pugsley), but I cannot understand the contention of the hon. member for Antigonish (Mr. Chisholm). Let us assume that there was an increase of the territory of Quebec in 1898. I have already pointed out in answer to my hon. friend from St. John, that if his amendment were adopted we would still be face to face with the statute of 1898.

Mr. CHISHOLM (Antigonish). Can't that be changed?

Mr. BORDEN. That is what my hon. friend has not considered. Let us assume that the statute of 1898 did increase the limits of the province of Quebec; my hon, friend suggests that we should repeal or modify that statute. But the British North America Act 1871 provides as follows:

The parliament of Canada may from time to time, with the consent of the legislature of any province of the said Dominion, increase, or diminish, or otherwise alter the limits of such province.

If the statute of 1898 had the operation which my hon. friend contends it has and if the limits of that province have been increased by the statute of 1898, does he not see that by the provisions of the Act of 1871 they cannot be Miminished except with the consent of the province of Quebec? We would then be exactly in the same position as with the Bill now before the committee, we would be face to face with an Act which declares that the limits of the province of Quebec are as defined in the Act of 1898, and until that Act is repealed we could get no further. But when we attempt to repeal that Act we are met by the provisions of the Act of 1871, which declares that the area of any province shall not be increased, or decreased, or otherwise altered except with the consent of that province. Therefore, it seems to me a situation was created by the Act of 1898 from which there is no escape except with the consent of the legislature of the province of Quebec. I am willing to let this Bill stand, if any hon. gentleman thinks it is worth while to do so for the purpose of asking whether the legislature of the province of Quebec would consent to the repeal of that statute. But I am sure that every

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hon. gentleman in this House is convinced that any suggestion of that kind made to the government and legislature of the province of Quebec would be a mere idle ceremony; it would hardly be worth while for us to incur the necessary delay for that purpose. The difficulty is that the statutes of 1898 did not contain the provision which we are inserting in this statute. That statute cannot be altered in so far as as it changed the limits of the province of Quebec without the consent of the legislature of that province; and the amend-ment of my hon. friend from St. John, I submit would not be effective unless the Act of 1898 is repealed or modified.

Mr. CHISHOLM (Antigonish). I appreciate the force of the hon. gentleman's argument. But the province of Quebec is now seeking to have her territory enlarged, she is seeking a favour, and cannot suggest fair and reasonable conditions upon which that enlargement shall take place? Quebec is not going to lose any represen-If the conditions made by this tation. parliament are fair and reasonable, why should not the province of Quebec consent, and justice in that way might be done to the maritime provinces without anybody being hurt?

Mr. BORDEN. My hon. friend will bear this in mind that if we leave matters exactly as they are at present, and do not actly as they are at present, and do not add this territory to the province of Que-bec, everything that was added in 1898 will still be a part of the province of Que-bec, without any stipulation such as we have included in this Bill, without any such condition as is here exacted, that the added territory is not to be included in the computation of the unit of population for the purpose of adjusting the representation of the other provinces. Therefore, by adding this territory to the province of Quebec we are not altering the situation in any respect whatever.

Mr. CHISHOLM (Antigonish). I under-stand that, but we have an opportunity now of saying to the province of Quebec: You will still have 65 members, but the population of that territory which it is alleged was added in 1898 shall not be considered in determining the representation of the other provinces. We insist as a condition of your getting this enlarged terri-tory that you will consent that this addi-tion made by the Act of 1898 shall not have the effect of reducing the representation in the other provinces, and at the same time you will get representation in that territory yourselves.

Mr. BORDEN. We could of course say that to the province of Quebec. If I thought there was any possibility at all of we claim was added there is quite a large

getting a favourable response, I would be glad to make the attempt. But I must adhere to my former opinion that to make a proposal of that kind to the province of Quebec would be mere idle ceremony. I do not think it would be worth while to delay the passage of the Bill for that purpose.

Mr. PUGSLEY. All I wished to do was to bring the matter before the House. If my right hon. friend, as leader of the gov-ernment, is of the opinion that we cannot have any legislation with regard to the territory which has already been added, suppose we are right in our contention, then there is nothing further to be said about it. I think I have done my duty. I recognize the difficulties in the way mentioned by my right hon. friend. It is a matter of disappointment to me that we cannot work out some mode by which this difficulty may be obviated.

Mr. BORDEN. We will not take the third reading of the Bill to-night, and I will consider the advisability of sending a communication to the government of the province of Quebec in view of what my hon. friend suggests. I am not very hope-ful myself with regard to it, but I will consider the suggestion of the hon. gentleman, in view of his position in this House and the consideration he has given to this matter.

Mr. PUGSLEY. It seems to me that my right hon. friend should first of all make up his mind as to what this government thought the proper course to take with regard to the matter.

Mr. BORDEN. Of course with regard to that, I have already said, and I think my hon. friend will agree with me, that this cannot be done without the consent of the government and legislature of the province of Quebec.

I will not go over the arguments in regard to that again, but I think I have made them pretty clear and they have not been controverted up to the present time. Therefore, it is simply a question of whe-ther we shall, before proceeding further with this Bill, make an application to the government of the province of Quebec and learn what their view in regard to the matter may be.

Mr. MACLEAN (Halifax). What population was there at the time of the extension in 1898?

Mr. BORDEN. As far as I have been able to ascertain the population was inappreciable. In the present added territory it is a little over 1,200, the great majority of whom are Indians and Esquimaux.

Mr. PUGSLEY. In the territory which

number of people. The Transcontinental railway goes through it.

On section 3: commencement of Act; consent of Quebec legislature.

Mr. BORDEN. Before proceeding with that section, I would like to make the same amendment as that which was made in a former Bill. I beg to move that the Bill be amended by inserting the following section as section 3:

3. Nothing in this Act shall in any way prejudice or affect the rights or properties of the Hudson's Bay Company as contained in the conditions under which that company surrendered Rupert's land to the Crown and that the present section No. 3 be numbered 4.

Section as amended, agreed to.

Bill reported.

### WATER IN RAILWAY BELT AND PEACE RIVER BLOCK OF LAND.

House again in committee on Bill (No. 149) respecting water in the Railway Belt and Peace River Block of Land.—(Mr. Rogers).

On section 1: short title.

Mr. LEMIEUX. Will the hon. Minister of the Interior (Mr. Rogers) explain the Bill?

Mr. ROGERS. I have explained it on two occasions. It is simply for handing over the management of the water-rights in the Railway Belt in British Columbia to be administered under the Act as provided by the government of that province to a board of commissioners appointed for that puropse.

On section 2: definitions.

Mr. OLIVER. There was some question raised when the Bill was under discussion last time in regard to certain words in paragraph (b), and the suggestion was made that paragraph (b) should conform to a similar paragraph in the British Columbia Act. Has the minister considered that?

Mr. ROGERS. We have, and there is no objection to changing the wording to the form of the clause in the British Columbia Act, which reads as follows:—

Watercourse shall include all natural watercourses or sources of water supply, whether usually containing water or not, and all streams, rivers, lakes, creeks, springs, ravines and gulches and all water-power.

I move that that be inserted in place of subsection (b).

Section as amended, agreed to.

On section 3: confirmation to Crown of ownership of all waters.

Mr. PUGSLEY.

Mr. ROGERS. As promised the hon. member for South Wellington (Mr. Guthrie) I propose to add to clause 3 the following:--

Provided further that nothing in this section contained shall affect or alter the rights of any person or corporation in any action or proceeding now pending in any court.

Mr. OLIVER. Has my hon. friend from South Wellington seen the amendment that my hon. friend proposes?

Mr. ROGERS. Yes, he sent it over.

Section as amended, agreed to.

On section 6: application of future legislation of British Columbia.

Mr. ROGERS. You will recollect that in the discussion of clause 6 last night an amendment was suggested. I am providing for it in the following form:

Provided that every order in council passed under the authority of this section shall have force and effect only after it has been published for four consecutive weeks in the 'Canada Gazette', and every such order in council be laid before both Houses of parliament within the first fifteen days of the session next after the date thereof, and such order in council remain in force until the day immediately succeeding the day of prorogation of that session of parliament, and no longer, unless during that session it is approved by resolution of both Houses of parliament.

I move that as an amendment to clause 6.

Section as amended, agreed to.

On section 8: proclamation after agreement of British Columbia.

Mr. ROGERS. I would like to amend clause 8 by inserting after the word 'pay' the following words:

But subject to such terms and conditions as the Governor in Council may prescribe for the protection of existing rights and interests.

Section as amended, agreed to.

Bill reported.

### VOLUNTEER BOUNTY ACT AMEND-MENT.

House in committee on Bill (No. 137) to amend the Volunteer Bounty Act. 1908-Mr. Rogers.

On section 2,

Mr. LEMIEUX. Are the volunteers referred to in this Bill those who actually went to South Africa, or does it include those who enlisted and did not go because the war had ceased?

Mr. ROGERS. This refers to those who actually went.

### On section 4,

Mr. ROGERS. I would move that after the word 'grantee' in the second line the following be added:

Or his substitute duly qualified in that behalf as provided in section 5 of the Volunteer Bounty Act 1908.

Mr. OLIVER. What is the effect of this amendment?

Mr. ROGERS. The effect is that a man who is entitled to a bounty can transfer it to a substitute duly qualified in that behalf, as provided in section 5 of the Volunteer Bounty Act of 1908.

Mr. OLIVER. I have to call the minister's attention to the fact that this amendment contradicts the statement he made when he introduced the Bill, when he stated to the House that the Bill would provide that volunteers holding their own scrip would have a year longer in which to locate that scrip but that the Bill did not make provision for an extension of time to any other persons. The amendment which my hon. friend now proposes practically extends the time for the location of all this scrip. The proposition is very objectionable from the standpoint of the settlement of the west, and I protest very strongly against it.

Mr. ROGERS. It is true that in introducing the Bill, I made the statement to which my hon. friend refers. Since that time I have met many deputations, who have represented that it would be a great hardship to the volunteers to be obliged to fulfil a contract of this kind. That was pointed out to me with such force and such reason that I felt justified in proposing the amendment. I cannot see that it will in any way affect the settlement of the lands of the west, while in some respects it will rather improve it. A substitute who would have to purchase the volunteer bounty, so-called, at a cost of \$500 or \$1,000 would undoubtedly to that extent be a desirable settler, because he would have some financial standing. He has to do the same settlement duties exactly that the volunteer himself would have to do, and in many cases he would no doubt be as good a settler as the volunteer would be, and would probably have more means to develop and improve the land on which he might locate.

Mr. CARVELL. Can the minister state about how many of these certificates are held by volunteers themselves, and how many by substitutes at the present time?

Mr. ROGERS. I think over 7,000 certificates have already been issued, and there are still about 250 to be located. Mr. CARVELL. Of the 250 what proportion would be held by volunteers, and what proportion by substitutes?

Mr. ROGERS. As nearly as the department can ascertain there are 188 to which the volunteers actually hold the title, and 62 which have been disposed of.

Mr. CARVELL. Can we reasonably consider this as a final application to parliament for the extension of this right? The reason I ask this question is that a gentleman has been lobbying around the House for the last three or four days, and making frantic appeals to me, as I suppose he has been doing to other members, telling me that it was impossible for these soldiers to have located their lands within three years.

And, while it is true he stated that if they had one year more they would have no difficulty in locating them. I fear that unless there is some positive statement by the minister, we shall have a recurrence of this next year, as we have had this year and as we had last year. I do not know that it makes a great deal of difference to the country, because if the settler goes in there, whether the volunteer himself or his substitute, and complies with the conditions, he becomes a settler. But it does seem to me that this is legalizing and encouraging a traffic in scrip that was never intended by parliament when the bounties were first granted. I know that many of these volunteers sold their certificates for as low as \$150 or \$160, believing that they would only have two years in which to locate. The prices went afterwards to \$750, and fluctuated about that figure. Many of them got into the hands of speculators and it turns out that over sixty are in the hands of speculators now.

Mr. ROGERS. I am glad the hon. gentleman (Mr. Carvell) has raised this point. I agree with the suggestion he has made. This is not the first extension that parliament has granted to the volunteers in this connection. Whether wisely or unwisely this has been the case, and we have to deal with the facts as they are. I may say that I was very much opposed on the start to any extension; but, in view of the appeals made, such as the hon. gentleman has stated as having been made to himself and other members, I yielded to that extent. I quite agree that it should be made clear to those interested that this will be the last extension they can hope to receive at the hands of this parliament. Speaking for the government and representing the Department of the Interior, I am very glad of this opportunity to make that clear that this is the last extension that will be given and any of the vounteers that do not take advantage of the provisions for obtaining their claims under this Act, I am satisfied, will not ask parliament to make any further extensions.

Mr. OLIVER. In view of the fact that this is an absolute contradiction of the Bill as it was introduced and as it has stood ever since its introduction up to the present time, and as my hon. friend the Minister of the Interior (Mr. Rogers), the Secretary of State (Mr. Roche) and myself are the only members from the provinces more particularly interested in the matter now present in the House I think it is only fair that the amendment should not be pressed until there is a larger attendance of those interested. I would ask the minister to allow the matter to stand until tomorrow, when each member could take the responsibility of his position and give expression to his views on the subject.

Mr. ROGERS. I should be pleased to meet the hon. gentleman's request if that were thought advisable. But in view of the fact that we are hurrying to get everything through, would it not be sufficient if opportunity should be afforded any hon. member who desires to take objection to the amendment on the third reading of the Bill? I think objection then could be taken with the same effect as if it were done in committee.

Mr. OLIVER. I think it will make a great difference. The third reading might come up at a time, just as has this consideration in committee, when, under ordinary circumstances, it could not be expected that there would be a full attendance of members. I would urge this matter very strongly. I will guarantee, so far as I am concerned, that there shall be no undue delay in dealing with the matter. I do not wish to delay the business of the House or the passage of the Bill, but I do desire that this reversal of principle shall not go through without members who take an interest in this matter having an opportunity to express themselves and place themselves on record.

Mr. ROGERS. I will go this far to meet the hon. gentleman's (Mr. Oliver's) views -I will not ask that this Bill be read the third time until Thursday, when the House opens. If any hon, member wishes to do so, he will have plenty of time to state his position on the Bill.

Mr. OLIVER. I do not wish to be discourteous, but I do not think that is using quite fairly members who are particularly interested in this measure. I am quite aware they should be in the House at this time, but the hour is late, and there will be no serious delay should an opportunity be given them to be present. Of course, if the minister insists, I accept the situation; I do not propose to obstruct the passage of the Bill or delay the business of the House. | ment to this section, to add the words:

Mr ROGERS.

But I would again urge the minister to allow the Bill to stand in the committee stage until a time when the members might reasonably be expected to be here.

Mr. BORDEN. The Minister of the Interior (Mr. Rogers) could announce on the calling of the orders of the day when there will be a large attendance of members that the third reading will be taken on Thursday when government orders are reached.

Mr. ROGERS. I would be quite ready to do that.

Mr. OLIVER. Positions are entirely different on the third reading and in the committee stage. In committee, opportunity is afforded, as it is not on the third read-ing, to place before the House the reasons why a member takes a certain position in regard to the question under consideration. And when there is such a remarkable re-versal of the principle of the Bill, that it seems to me only fair-play that everybody should have an opportunity to fully express himself in regard to it.

Mr. ROGERS. There would be some force in the statement that we are not giving every opportunity for members to make any statements they may desire to make in re-gard to this Bill were it not that the Bill is to stand over for an extra day, with notice to be served given in order that the fullest opportunity may be afforded every member to be heard. There is the same chance to discuss the matter on the third reading as in committee.

Mr. PUGSLEY. On the third reading there is only an opportunity to speak once and no opportunity to reply. Could it be understood that no objection would be raised to members speaking more than once on the third reading?

Mr. OLIVER. That is a matter within the jurisdiction of the Speaker, rather than within the jurisdiction of the government.

Mr. PUGSLEY. I do not think my hon. friend will lose any time by acceding to the suggestion of the hon. member for Edmonton (Mr. Oliver).

Mr. ROGERS. If you will promise to help us get it through.

Mr. OLIVER. I promise there will be no delay so far as I can prevent it.

Mr. BORDEN. Perhaps the third reading might be taken to-morrow, notwithstanding amendment.

On section 7,

Mr. ROGERS. I have a small amend-

No such substitute made, constituted or appointed before the 1st of January 1912 shall have any right under the special Act or under this Act except such as is provided for by sections 5 and 8 of this Act.

Mr. CARVELL. What would be the legal result of such proposed amendment?

Mr. ROGERS. Nobody who was trafficking in his right before the 1st of January last, has any right at all.

Progress reported.

### GOVERNMENT HOUSE PROPERTY, TORONTO.

Bill (No. 182) respecting Government House property, Toronto, read the second time, and House went into committee thereon.

Mr. DOHERTY. This property in common with all property of a similar character under the British North America Act was vested in the Dominion subject to being appropriated to the use of the provinces by the government. It was appropriated in 1871 by order in council to the use of the province of Ontario and in 1908 letters patent were issued by the government of Canada in favour of Ontario; but counsel upon sale by the government of Ontario examining the title suggested that it was doubtful whether that was a good title unless parliament made the appropriation and the purpose is simply to ratify it.

Mr. LEMIEUX. What was the consideration for the deeds of this property to the Ontario government in 1871?

Mr. DOHERTY. It was appropriated to the use of the province and under the British North America Act such appropriation made it the property of the province, the effect of the provision being that though it be in terms merely appropriated to the use of the province, the effect was to make it the property of the province.

The provision of section 108 of the British North America Act is that all the property mentioned in the schedule should belong to the Dominion, subject to its being appropriated to the use of any province.

Mr. MACLEAN (Halifax). It might only give them the use of it.

Mr. DOHERTY. The Act says it belonged to the Dominion unless the Dominion appropriated it to a province.

Bill reported, read the third time, and passed.

### YUKON PLACER MINING ACT.

Mr. ROGERS moved the second reading of Bill (No. 181) to amend the Yukon Placer Mining Act.

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Mr. BORDEN. I understand this Bill was submitted to the hon. member for Edmonton (Mr. Oliver), and he approved of it.

Mr. OLIVER. The member for the Yukon (Mr. Thompson) brought to my attention some days ago the fact that certain amendments to the Yukon Act were in course of preparation under the administration of the late government, which however did not come before parliament. He was desirous of having these amendments made law as soon as possible. He brought the proposed amendments to my attention, we went over them carefully, and they seemed to me to be perfectly satisfactory and to meet certain requirements. If the printed Bill is in accord with the typewritten copy, I would coasider that there is every reason why the Bill should become law.

Mr. ROGERS. It is departmental entirely.

Motion agreed to, Bill read the second time, and House went into committee thereon.

On section 1,

Mr. THOMPSON (Yukon). The object of this section is to remove a certain ambiguity in the words which are in the original clause. The amendment refers to the number of claims instead of the number of owners. We find that it has not work-ed out as it was originally intended. The Act provides that \$200 worth of representation work shall be done each year on a claim, or on one or more claims included in a group. This is legislation under which we have been operating for years. The representation work may be done on one claim for this group, thereby assisting the miners to develop a certain section. Instead of having a lot of work spread over several claims, they concentrate on one claim.

Bill reported, read the third time, and passed.

Mr. BORDEN moved the adjournment of the House.

Mr. PUGSLEY. What business will be taken up to-morrow?

Mr. BORDEN. We will go on with the Bills that are printed and ready. After that, we will take Supply, the estimates of the Postmaster General and the Minister of Agriculture.

Motion agreed to, and House adjourned at 1.05 a.m. Wednesday.

### HOUSE OF COMMONS.

WEDNESDAY, March 27, 1912.

The SPEAKER took the Chair at Eleven o'clock.

### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

#### DISMISSALS, &c.

1. Was a man named Leroux, one of the assistants on the Soulanges canal, dismissed?

If so, for what cause? 2. Was any charge made by the said Leroux or any other person against Damien Lalonde, chief electrician of said canal, investigated or prosecuted in any court? If so, what was the result of such investigation or prosecu-tion?

Mr. COCHRANE:

Yes, Leroux left the service on the 19th February, without giving notice.
 Yes, he was fined by the court.

Mr. BOYER:

Has the government directed the superin-tendent of the Soulanges canal to make an inquiry into the accusations said to have been made against an employee by Jos. Cuell-lerrier, electrician? If so, how far has this inquiry proceeded?

### Mr. COCHRANE:

Yes. The investigation is now in progress.

Mr. WHITE (Alberta):

1. Has John B. Green been dismissed from the office of homestead inspector of the Edmonton land office?

2. If so, for what reasons, on whose recommendations, and was the charge against him, if any, investigated, and by whom?

3. Who is to be his successor, and by whom is he recommended?

#### Mr. COCHRANE:

1. Yes.

On recommendation of 2. Partisanship. On recommendation F. A. Morrison. No investigation held.

3. Ambrose Gray. Recommended by F. A. Morrison.

### Mr. MACDONALD:

Has R. W. Rayne been dismissed from the position of caretaker of the Truro armoury? If so, for what reason?

Mr. HUGHES (Victoria):

1. Yes, as caretaker.

2. Active partisanship.

### THE NATIONAL GALLERY.

### Mr. BURNHAM:

What oil paintings and water colours, and by whom painted, have become the property of the National Gallery of Canada since 1891?

Mr. MONK. The answer to this question is very fully given in the report of the Department of Public Works for the year 1910. All the paintings and other objects of art purchased by the department are mentioned, with the names of the authors.

### NATIONAL TRANSCONTINENTAL RAILWAY-DAMAGES.

### Mr. SEVIGNY:

1. What sums of money were paid by the 1. What sums of money were paid by the Transcontinental Commission from September 10 to 21, 1911, inclusive, in the parishes of St. Madore, St. Anselme, Ste. Claire and St. Malachie, county of Dorchester, for dam-ages caused to properties by the Transconti-nental Railway?

2. What are the names of the persons in each of these parishes, who received money for damages and what is the date of each payment?

3. Who made the payments for the Trans-continental Commission and who gave orders to make these payments from September 10 to 21, 1911?

Mr. COCHRANE:

1 and 2.

Name.	Date.	Parish.	Amount	Office Reference.
Antoine Bégin. Joseph Fontaine. François Larochelle Alfred Larochelle. Antoine Couture. Edmond Chabot Alphonse Gagné Omer Garant. Joseph Leclerc Alfred Dion David Labonté Napoléon Gosselin Pierre Corriveau Octave Picard Alphonse Chabot. Chrysologue Pelchar	" 21, 1911. " 19, 1911. " 19, 1911. " 13, 1911. " 14, 1911. " 14, 1911. " 14, 1911.	"	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Damages. Water damages. Damages. Crossing damages. Damages. " " Damages, maintain ditch. Water damages. Damages. " " Damages to road. Damages and construct and maintain ditch.

Mr. BORDEN.

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3. Cheques made in favour of Mr. A. E. Doucet, district engineer, at Quebec, for right of way purchased of claimants, or for damages. Mr. Doucet endorses the cheque to the notary who gets documents completed and hands over cheque to the claimant. In the above cases the notary was Mr. C. E. Taschereau, of Quebec, who acted on behalf of the National Transcontinental Railway in Dorchester county. These payments were made in the regular way through the office of the chief accountant of the Transcontinental railway after approval by the commissioners.

#### A. B. MORINE.

### \*Mr. MARTIN (Regina):

1. Did the present Prime Minister receive any objections during the Dominion election campaign of 1908 against the candidature of one A. B. Morine, in the county of Shelburne

and Queens, Nova Scotia? 2. If so, by whom were such objections made, and were they made by personal ap-plication or by letter?

3. Was the person so demonstrating a sup-porter of the Conservative party, and on what allegations, if any, were such objections based?

4. If such objections were made, what action

did the Prime Minister take regarding them? 5. Has the said A. B. Morine been ap-pointed to a position by the present govern-ment? If so, what is the position and what salary it attached thereto?

Mr. SPEAKER. The rule for asking questions is that they must refer to some business pertaining to the House or relating to public affairs. As the first paragraph of this question does not refer to any matter which is engaging the attention of the House of Commons, in my judgment it is improper. Therefore, I allow the question to stand in order that it may be put right.

Sir WILFRID LAURIER. I understand you to say, Mr. Speaker, that the first paragraph of this question is objectionable because it does not refer to the business of the House. I have to call attention to the fact that questions may not only be asked concerning the business of the House, but a minister of the Crown may properly be questioned concerning public affairs. I would call your attention, Sir, to rule 50, reading as follows:

Questions may be put to ministers of the Crown relating to public affairs: and to other ministers, relating to any Bill, motions, or other public matter connected with the business of the House, in which ministers may he concerned may be concerned.

As the question which has been addressed by the hon. member for Regina to the Prime Minister relates to a certain public affair, in my humble judgment it is within the rules of the House.

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Mr. SPEAKER. I have only to say that the rule which I have quoted was the English rule by Peel, which I cannot find at the moment, but which I will give to the House at a later period. That rule does not appear in the rules governing this House. However, it is one laid down by Peel, to the best of my recollection, and of course I shall be guided by it in the absence of any specific rule in our House on the subject.

### EMPLOYMENT OF ADOLPH SVAIGHER.

#### Mr. KNOWLES:

1. Was Adolph Svaigher, of Moosejaw, em-ployed by the Canadian government at anything during the past five months in immigra-tion work of any kind in any part of Eu-rope? If so, what were his duties, the length of time of such employment and the remuneration?

Mr. ROGERS. 1. No.

# NORTHUMBERLAND COUNTY MAIL SERVICE.

### \*Sir WILFRID LAURIER:

Has the contract for the carrying of the mails from Colborne, Dundonald, Edville and Penryn, been awarded? If so, to whom and at what price?

Mr. PELLETIER. Yes. W. B. Wright. of Dundonald, at \$251 per annum.

### MOTIONS AGREED TO WITHOUT DISCUSSION.

For a copy of all letters, telegrams, com-plaints, and other documents relating to the dismissal of Dr. C. A. Webster, port phy-sician at Yarmouth, and the appointment of his successor, Dr. S. W. Williamson,--Mr. Law.

For a copy of all papers, letters and telegrams, relating to the applications for, or the granting of, a lease of False Creek Flats, Vancouver, B.C.-Mr. Macdonald.

#### BUSINESS OF THE HOUSE.

### Mr. BORDEN moved

That on Saturday the 30th instant, and on every Saturday thereafter 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 also be an intermission from one to three o'clock p m and that the order of three o'clock, p.m., and that the order of business shall be the same as on Thursdays.

Motion agreed to.

### THE NORTHWEST GRAIN CONGESTION.

Mr. OLIVER. Before the orders of the day are called, I would like to ask the hon. Minister of Trade and Commerce if he has any information to give the House in reply to the question I asked the other day as to the amount of storage for grain still available in Minneapolis, or the amount of grain that it may reasonably be expected can be delivered at Minneapolis during the succeeding month or two months?

Mr. FOSTER (North Toronto). I might say to my hon. friend that I have no exact information, but I am trying to get it. The hon. gentleman will have noticed, no doubt, in the newspapers this morning that a conterence has taken place in Saskatchewan and at Winnipeg between various interested bodies, and that certain persons have been sent to Minneapolis and Chicago to get information as to what space or storage is available in those cities. That is a body which, going to the spot and making personal investigations, will no doubt get that information in a very reliable way. I just mention the fact because it shows that an active and well directed effort is being made by the parties interested to do the very thing my hon. friend has spoken of.

Mr. OLIVER. I would ask the Minister of Trade and Commerce to get the information as to what amount of grain has been delivered at Minneapolis since the relaxation of the regulations. My hon. friend gave us the amount delivered at Duluth, but not at Minneapolis.

Mr. FOSTER (North Toronto). I imagine the grain delivered at Minneapolis would be by sales rather than for storage, as I understand that the railways have been bending their energies towards taking as much grain as possible to where there was the largest storage capacity, close to lake ports, namely, at Duluth. However, I will make inquiries also in reference to the other points.

# ST. JOHN AND COURTENAY. BAY CONTRACT.

Mr. EMMERSON. I would like to again repeat my question as to whether the St. John and Courtenay bay contract has been signed by all the parties concerned?

Mr. MONK. The contract was completed yesterday. Is it the hon. gentleman's desire that a copy of that contract be laid on the table of the House?

Mr. EMMERSON. Yes.

Mr. MONK. Then I will have a copy prepared and brought down.

### CIVIL SERVICE LIST.

Mr. WILSON (Laval). I would like to ask the Secretary of State (Mr. Roche) whether he has brought down the Civil Service list, and if not when he will place it on the table?

Mr. ROCHE. I think the list will be ready within a few days. It has been great- | the House went into committee thereon. Mr. OLIVER.

ly delayed this year owing to the general elections.

Mr. WILSON (Laval). When the minister speaks of a few days at this stage of the session, I presume he means in a couple of davs.

### INQUIRY FOR RETURN.

Mr. LEMIEUX. Might I renew my request about a return concerning Mr. Bourgouin which was moved for some time ago?

Mr. PELLETIER. It will be brought down to-morrow.

# ONTARIO BOUNDARIES EXTENSION.

On the motion of Mr. Borden, Bill (No. 152) to extend the boundaries of the province of Ontario was read a third time and passed.

# QUEBEC BOUNDARIES EXTENSION.

Mr. BORDEN moved the third reading of Bill (No. 151) an Act to extend the boundaries of the province of Quebec.

Mr. LEMIEUX. I have asked the right hon. leader of the House if he has sent a despatch or telegram to the Prime Minister of Quebec concerning the boundaries of that province?

Mr. BORDEN. No. It is only a few hours since the matter was mentioned.

Mr. LEMIEUX. I am afraid that the session will not last very much longer, and if there have been any letters or telegrams sent-

Mr. BORDEN. If any communication should be sent it will be sent to-day.

Motion agreed to.

WATER IN THE RAILWAY BELT AND PEACE RIVER BLOCK.

Mr. ROGERS moved the third reading of Bill (No. 149) respecting water in the Rail-way Belt and Peace River block of land.

Mr. GUTHRIE. I understood on Monday last, when this Bill was discussed in committee, that it was to remain in committee until to-day. That was the statement made I think by the Prime Minister.

Mr. BORDEN. I think my hon. friend is quite correct, but the fact escaped my recollection.

Mr. SPEAKER. The motion stands.

### INSPECTION AND SALE ACT AMENDMENT.

Bill (No. 178) to amend the Inspection and Sale Act was read a second time and 6189

Mr. FOSTER (North Toronto). The Bill is divided into ten parts, and part 3 applies exclusively to flour and meal. It is pro-posed to add the words 'feed.' The purpose of the provision is to have the same inspection and marking applicable to feed as is applicable to flour and meal. At present there is no clause in the Act which makes feed subject to inspection, or which applies any penalty for selling under weight.

Mr. OLIVER. There is just this to be tid: I looked over the Bill and it seems said: to me that the tendency of it is to tighten up present conditions. It would be well for the minister (Mr. Foster) to consider, and—I would ask him if he has considered —whether in the case of some of these articles there is not a greater interference in the course of business than the conditions warrant. I am not urging that that is a fact, but it is something that might well be the case. That is, even though it be agreed that there ought to be a very accurate system of inspection in the case of flour, it might not be desirable that the same care and trouble should be taken in the case of a less valuable article.

Mr. FOSTER. I have looked into the question, and it seems to me that less complication would probably take place with reference to feed than with reference to flour and meal, inasmuch as the same is not so large or so extended. The same reasons that make it necessary that flour and meal should come under the Inspection Act, which is in the first place to make each manufacturer responsible for his own brand. and in the second place, to make it sure that the consumer whose interests are to be chiefly kept in mind shall be fairly treated, apply also to feed. I have a sheaf of complaints, with which I do not wish to trouble the House, which have extended over a number of years, particularly from the maritime provinces, where all kinds of mixtures are continually being sold and all kinds of weights given, to the great detriment of the ultimate consumer, who is not getting what he thinks he is getting. Therefore, we think it neces-sary to put feed on the same basis in this respect as flour and meal. Another anomaly has crept in. Whilst we have in the old Act, provision for the marking and inspection of flour in barrels, it happens oddly enough, that there is no such provision for flour when put in bags, and of late the tendency is to increase the sales in bags and diminish the packing in barrels. When we reach that part of the Bill, I propose to put flour in bags under the Act on the same basis as flour in barrels.

On section 2.

following section immediately after section 149:

'149a. In this part, 'feed' when referred to with respect to the weight of the contents of a bag or package thereof, means and includes the seeds or mixed meals made from the entire grains of wheat, rye, barley, oats, Indian corn, buckwheat, or flaxseed, and the bran and middlings from either wheat, rye, oats, peas, buckwheat, flax or sugar beet.'

Mr. FOSTER. I move that that section be amended by inserting after the word 'peas' and before the word 'buckwheat' the words 'Indian corn.' This is to provide for coarse feed or bran which is made as by-product of the milling of corn.

Mr. ROBB. I would point out to the minister that this legislation will have the effect of increasing to a considerable extent the cost of feed and meal to the consumer. A very large proportion of the trade in corn-meal feed and millfeed is handled in secondhand bags. For instance, the farmer gathers up flour bags which are branded, and when he is buying feed for next year's supply, he sends these bags back to the miller. Or the miller will buy such bags from the baker. These bags are then filled with cornmeal feed, barley meal and feed of that sort, but the bags are not stamped or branded. The result is a saving of expense and the consumer gets the product at that much less money. Under the Act as the minister proposes to amend it, the miller will be compelled to put every pound of stuff that goes out of the mill into new bags branded and stamped-that is practicalley what it means. And the man who is buying feed must pay for these bags and sacks. I know there has been some complaint in the maritime provinces, particularly in reference to cornmeal, because some people in the trade have been dishonest enough to put out stuff at 90 pounds to the bag that should be 98 pounds. I fancy this is what has led up to this request made to the minister to amend the Act. But I submit to the minister that in making this\_amend-ment apply to the whole of Canada he is putting a considerable expense on the farmer who uses much feed.

Mr. STANFIELD. Last session I had the pleasure of introducing a similar measure to this, but unfortunately it was not put through. Regarding what the hon. member for Huntingdon (Mr. Robb) has said about second-hand bags, I may say that I have letters in my possession, not only from millers but from consumers of feed in the maritime provinces favouring this legislation. I brought up that question about second-hand bags, and the millers say they can get over it without expense to the public. The miller will have a stencil made and can stencil the bags over again at hard-The said Act is amended by inserting the ly any expense. Complaints such as have

resulted in the introduction of this Bill have been made in my own county and province as well as in the adjoining province of New Brunswick. I could mention several millers who are in favour of this measure, and when you find the millers as well as the men who use feed are very anxious to have this measure passed, I do not think we need fear that it will involve trouble or expense to the public.

On section 5, marks on bag or package of flour, meal\_or feed—exception.

Mr. ROBB. Will the minister let me point out where this is a direct interference with trade? Hundreds of thousands of barrels of flour are manufactured in different mills throughout the country and put up under the brands of the purchasers. For instance, a man in the province of Quebec sends up 50,000 bags to a mill in Manitoba. He buys the flour put up under his own brand. Under this Bill, if it becomes law, the miller will not be able to get that business. I think the minister can see at once that this is a direct interference with trade.

Mr. FOSTER (Toronto). What is he doing at the present time?

Mr. ROBB. He is sending out his bags and the miller is packing the flour under the purchaser's covers; but under this Bill it must be packed under the covers and the brand of the mill.

Mr. FOSTER (Toronto). I would ask my hon. friend (Mr. Robb), who under-stands business well, if that is being done also with reference to flour which is packed in barrels.

Mr. ROBB. I think so, but not to such an extent.

Mr. FOSTER (Toronto). The provision which it is proposed by this Bill to apply to flour packed in bags applies under the existing law to flour packed in barrels so that if it can now be branded with the purchaser's name when packed in barrels it can, under this Bill, be branded in the same way when packed in bags. This disability exists now so far as barrels and half barrels are concerned. I am simply putting flour in bags in exactly the same position as flour in barrels or half barrels. I went on the general principle that if the evils that are to be combated make it necessary that you should have an in-spection and a plain marking and branding of the weight of the flour, you should do this with flour packed in bags as well as in barrels, because if there were frauds and grievances in the one case they would exist also in the other and ought to be cured. If there has been no disability in the matter in cases where purchasers had speaks, which is perfectly legitimate.

Mr. STANFIELD.

their names put upon the barrel or half barrel, no disability would arise especially in the case of the bags. My hon, friend sees what I mean. Barrels and half bar-rels are already required under the Act to be stamped with the name of the manufacturer of the flour.

Mr. ROBB. I have not the Act here, but I fancy that the minister is quite correct. My attention has not been drawn to the question of barrels because the trade that I am interested in is largely in bags. Speaking only for myself, I know that last year we handled over 100,000 sacks of flour made in another mill under our brand and, on the other hand, we sold a very large quantity of flour manufactured in our mills to Quebec dealers in their brands. I know that in Quebec city flour is largely put up under the covers of the merchants in that city who send up their own bags to the Under the wording of this Bill, ' the manuof flour,' that business will be put an end to. I would like the minister to so amend it as to enable the merchants of eastern Canada to use their own covers; their brands can be put on and they can be held responsible for the weight.

Mr. FOSTER (North Toronto). The Bill says: 'The manufacturer or packer of every bag or package of flour.' Suppose that a large flour merchant sends to your mill and wants you to pack him a thousand bags of flour. He wants his name on it. He also, in some cases, has a brand that he calls his own. Is he not the packer of the flour? You are simply his employee in the matter.

Mr. ROBB. I would not understand it that way.

Mr. FOSTER (North Toronto)). If that could be made plain that would cure the difficulty of which my hon. friend speaks. The purpose of this Bill is to prevent fraud and to secure plainer and more explicit marking. If the custom of which my hon. friend speaks is greatly in vogue, then if the provisions of the Act do not apply to flour packed in that way there will be a very large loop-hole for the commission of fraud and for the very difficulties and grievances that it is the purpose of this Act to overcome. If marking is not required it would not be possible to reach fraud committed in such cases. Plainly it ought to be reached. We might pass this clause as it is and I shall allow the Bill to remain in committee and see whether I can devise some form of words which will permit the traffic of which my hon. friend

Mr. ROBB. Might I point out another handicap to the Canadian trade that will arise? Hundreds of thousands of barrels of Canadian flour are shipped to foreign markets with probably no name on, just the name of a brand. If this Bill goes through in its present shape the minister is going to interfere with that trade. The merchant in Liverpool, the man in Sweden or in Norway often wants only a brand of one word 'marvel' or 'Samson'; that one word satisfies him and the trade has been conducted to a large extent in that way. I am sure the minister will see the importance of not interfering with that trade.

Mr. FOSTER (North Toronto). What have we been doing all these years during which a law has been in force applying to barrels the very same disabilities which we now propose to apply in the matter of bags? What objection would there be on the part of the foreign importer to having the weight and the mark of the packer or manufacturer placed upon the package? That is done in the apple trade, for instance.

Mr. LAW. I know that most of the wholesale dealers in Yarmouth deal with several mills and have their own private brands. Do I understand that the name of the mill will have to be put on the barrels and on the bags?

Mr. FOSTER (North Toronto). The Bill says 'the manufacturer or packer of every bag or package of flour.' The manufacturer is easily defined, we all know what he is. But the packer may not be a manufacturer and it seems to me that if I go into a man's mill and order a thousand barrels of flour, and then order him to put that upon my own bags or barrels I am the packer of that flour and it is my name that should go on it, and the law is perfectly wide enough to allow that. All we want to do is to secure a plain marking of somebody who is responsible, and that it shall have the weight upon each package. If the clause is not wide enough to cover that case I shall endeavour to find a form of words that will make it wide enough.

Mr. LAW. Would the fact of having the wholesaler's name on the barrel and not of the manufacturer be sufficient?

Mr. FOSTER (North Toronto) The wholesaler in that case would be really, as I understand it, the packer. He would be the responsible man anyway.

Mr. OLIVER. Apparently the minister supposed, and it looks very much like it, that that word 'packer' was intended to cover the case that the hon. member for Huntingdon (Mr. Robb) has brought up.

Mr. FOSTER (North Toronto). Yes, otherwise you would not have the two words.

Mr. OLIVER. In case there is any doubt about it, a very small subsection explaining the word in that way would cover the point.

Mr. FOSTER (North Toronto). Yes, an interpretation.

On section 7, penalty.

Mr. FOSTER (North Toronto). Instead of that I propose to insert another clause. That seems to me to be a pretty drastic penalty, and one out of proportion to the penalty in the old Act placed upon flour which does not come up to the provisions of the Act when packed in barrels and half barrels. It is not the object of this legislation to get fines from people, but it is simply to place the enactment here to show what is the direction and to make the penalty light, which probably will be all that in new clause 175A we shall strike out all the words after the word 'package' in the fifth line and substitute the following:

Shall be liable on summary conviction to a penalty of one dollar for every bag or package not so marked, without prejudice to the civil remedy of any person aggrieved for any damage sustained by him.

That brings it on a parity with the penalty placed on flour in barrels.

Mr. LAW. Will the minister give any time to persons having large stocks on hand to dispose of them, or will this Act come into force at once?

Mr. FOSTER (North Toronto). It does not seem to me that it makes much difference. The only difference is that you require your marker. It seems to be a small matter and not very expensive to make the change.

Mr. LAW. Where there has been no notice given and people with large stocks in their warehouses do not understand it, it will make some difference.

Mr. FOSTER (North Toronto). I think that is a fair objection. This will come into effect in a week or a fortnight, we will say. I will have an emendation giving a season's notice.

Mr. OLIVER. It is an absolute penalty of a dollar a bag?

Mr. FOSTER (North Toronto). Yes.

Mr. WILSON (Laval). The minister thinks that a penalty not exceeding \$25 is rather drastic, but it seems to me that the amendment is more drastic than the original clause. A manufacturer might sell 100 bags and he will have to pay \$100, or a

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dollar on each bag, although there may be only one offence. To-day he is only liable to a penalty of \$25. This is like a case we had in Montreal the other day where a man who sold 200 partridges was fined \$1 for each one sold and thus had to pay \$200.

Mr. FOSTER (North Toronto). The Act requires every barrel shall be marked. If one barrel is not market that is one offence. If there is a second barrel which is not marked that is a second offence. The manufacturer cannot turn out 5,000 barrels at one time and escape with a dollar penalty. That would hardly be right.

#### Section as amended agreed to.

On section 8: definitions, bushel of certain articles; bag of certain articles.

Mr. FOSTER (North Toronto). This is an attempt to bring the dimensions and the actual weight to a parity. For some reason, I do not know why, the weights attached to the measurements have been fictitious. I do not know whether there was a difference in the rarity of the atmosphere, or what it was in the olden time which made them put certain weights to a bushel which were unnatural and fictitious. Now, an attempt has been made to bring the weight and the measure into correspondence. These weights have been very carefully gone over, first, by the Ontario and Quebec Vegetable Growers' Associations, and have been endorsed by them. Last year the Senate passed the Bill, but it did not get through the House. Then the officials of the experi-mental farm have gone over these weights, have verified them and have passed upon them. I will read the difference between the weights as at present fixed and as proposed to be fixed in the Act:

		Lbs.
Artichokes	56	56
Beans	60	60
Beets		60
Bituminous coal	70	70
Blue grass seed		14
Carrots		60
Castor beans		40
Clover seed		60
Hemp seed	44	44
Lime		70
Malt		36
Onions	50	50
Parsnips	45	60
Potatoes	60	60
Timothy seed	48	48
Turnips	50	60

Bags of artichokes, beets, carrots, onions, parsnips and turnips are defined in the next paragraph, the weights being 75, 70, 70, 75, 60, and 70 pounds respectively. There have been no weights for bags heretofore. These are the actual tested weights of a bag of these articles. With reference to

Mr. WILSON (Laval).

potatoes, in Ontario, there is no fixed weight by Dominion legislation, but by custom and municipally, I believe that 90 pounds has been the agreed upon weight of a bag of potatoes. In Quebec it is 80 pounds. In the eastern states, adjoining Quebec and Ontario, the weight is 80 pounds, and the proposition is to make the weight uniform, 80 pounds. The weight of a bag of turnips is fixed at 70 pounds. The Vegetable Growers' Association want

a weight of seventy-five pounds instead of the eighty pound's proposed, their contention being that the present weight of ninety pounds is too much for the grocer's boy to handle easily, and that taking into account the muscle and strength of the average boy, he would be able to punt around seventy-five pounds of potatoes in a bag but when it comes to ninety pounds it is too much for him. Then, they say that a bag of potatoes should be seventy-five pounds so as to correspond with the other measures by which potatoes are sold, that in the stores potatoes are generaly sold by the peck or by the bushel; they say that with the exception of the province of Quebec a bag of potatoes has been regarded as being ninety pounds in weight which is equal to six pecks or one and a half bushels, but that the ninety pounds has never been a legal weight and that bags of pota-toes are being sold at any weight ranging from forty-five to ninety pounds The convention of grocers associations in Quebec and Ontario believe they should have a legal standard weight for a bag of potatoes throughout the Dominion, and that weight should be seventy-five pounds, for the following reasons: the legal weight for a bag of potatoes in Quebec is eighty pounds; this weight does not work out equally with the weight of a peck or bushel, the peck being fifteen pounds, and a bag of seventyfive pounds would hold five pecks or one bushel and a quarter; they say that eighty pounds causes confusion in estimating because it does not work out fairly for either customer or merchant; they also say that if the weight is made seventy-five pounds, the gardeners will be able to purchase sugar bags which are used for potatoes and which only hold about seventy-five pounds. A part of that reasoning I do not see so well as the grocers see it, but I submit it to this committee for its consideration.

Mr. BRODER. I think it is a mistake to change the weights or standard bushels too frequently. The price of these articles is going up and we are putting the bushel measure down. It seems to me that a bushel of turnips or carrots should not be changed from sixty pounds. They are a large rough vegetable and cheap at that and when we are selling from this country to the United States, for instance, the average weight of a bushel of potatoes in the

United States is sixty pounds and sixty also in this country. If we change the turnips or carrots from sixty pounds to fifty pounds, it seems to me it will result in inconvenience. It is generally understood in this country that a bag of potatoes weighs ninety pounds and if we lower that weight the people will still be thinking they are getting ninety pounds of potatoes, and potatoes have got to be a luxury. It seems to me that the consumer would be at a considerable loss for a good while until he finds out where he is with reference to these changes, and I believe we should go very slowly in that direction and not make any change without very good reason.

Mr. WEBSTER. I quite agree with my hon. friend (Mr. Broder). Under the Bill it is provided that a bushel of potatoes shall contain sixty pounds while a bag of potatoes is to contain 75 pounds. The man who is buying a bag of potatoes to-day throughout Ontario and the western provinces believes he is getting ninety pounds in weight. I think it would be a very serious matter for the artisan and labourers in towns and cities who will not know that there has been any change made in the weight. I think ninety pounds is only a fair average to take. If you take a bushel of potatoes when they are first dug out of the ground, you will find that they weigh sixty-three or sixty-five pounds, but when they are stored for some time they will shrink in weight. It will cause great confusion if you purchase potatoes here at eighty pounds to the bag and ship them to the United States markets where you will have to give ninety pounds to the bag. I believe it to be a serious mistake to change the weight of these vegetables as is proposed in this Bill.

Mr. ROBB. The minister told us very frankly that the advice he has had on this matter is from the Vegetable Growers' Association, but I gather from his remarks that he is not very much impressed by the representations made to him, although he does propose to change the weight. The minister told us that potatoes were handled largely by the grocers in pecks, but, has he thought of the disadvantage he is placing the grocers at by reducing the weight of a bag of potatoes. In the first place, the grocer goes to the market and buys a bag of potatoes and if this Bill passes he buys five pecks, but if you look further down in the Bill where you are defining the weight of a peck of potatoes, the grocery man has to give fifteen pounds, so that the grocer is placed at the disadvantage that he will lose in the transaction one peck of potatoes, and the consumer is going to pay for that. I am prepared to support the representa-tions of the hon, member for Dundas (Mr.

interests of the country that we should leave the weights as they are. Everybody in the business knows that a bag of potatoes is a bushel and a half and a bushel and a half is ninety pounds.

Mr. LALOR. Is it not a fact that the standard weight in Quebec is lower than ninety pounds?

Mr. ROBB. There is a regulation in the province of Quebec which says that a bag of potatoes shall be eighty pounds but we are making federal legislation now. We are defining a bushel here to be sixty pounds, and a bag, a bushel and a half or ninety pounds.

Mr. HENDERSON. I agree to some extent with the hon. gentleman (Mr. Robb), I am not very fond of changing these weights every few years, because it tends to a great deal of confusion. Even when the weight of a bag of potatoes in the province of Quebec was fixed at eighty pounds, I thought we had made a mis-take. The hon. gentleman from Hunt-ingdon (Mr. Robb) seems to think that is a Quebec regulation, but it is a federal regulation, although restricted only to the province of Quebec. The reato the province of Quebec. The reason given for it was that the people going into Montreal bought a sugar bag which would not hold ninety pounds, and they asked the weight to be fixed at such a number of pounds as they could put into these bags. I am very much interested in the question of turnips, because enormous quantities of turnips are shipped from my county and from the county of Wellington to Buffalo every year. The Americans do not seem to be able to grow a suitable turnip for table use and they buy a large quantity of turnips from us.

Mr. OLIVER. I am sure the hon. member is in error in saying that these turnips were shipped to Buffalo.

Mr. HENDERSON. The hon. member may know more about it than I do, but I think I know what I am talking about. They are shipped to Buffalo every year not-withstanding his reciprocity fad. The people of Buffalo want our turnips, although they are subject to a duty of 25 per cent; and they pay the duty because they cannot produce the kind of turnips we produce. I am afraid that 50 pounds to the bushel is a little too low. I would like to know from the Minister of Trade and Commerce how he arrived at that weight, was it by weighing a bushel of small turnips or a bushel of large turnips? A bushel of large turnips, with large cavities among them, might not have the same weight as a bushel of small turnips with the cavities filled up. It is a matter of importance to my consti-Broder). I think it is best in the general tuents whether the weight is going to be

50 pounds or 60 pounds to the bushel. I am afraid this is going to derange their trade. I would like to know what the weight of a bushel of turnips is in the United States. The trade is well established now, and I am not fond of disturbing anything that is working well. Let well enough alone, was a good policy, and I still stick to it. Therefore, I am not in favour of changing these weights too frequently or without very substantial reasons. The people get educated to them, and it takes them a long time to drive out of their minds what they have become accustomed to. The same remarks that I have made, with reference to turnips, apply to beets.

An hon. MEMBER. And dead beats.

Mr. HENDERSON. We do not sell dead beats by weight. But this is a serious matter, and I look at it from the business standpoint. I would not favour changing these weights unless stronger reasons are given than I have heard to-day. I daresay the tables may be very correct on the The hon. gentleman said it would whole. be much easier for the grocer's boy to carry a bag of potatoes weighing 75 pounds than one weighing 80 pounds. Well, I do not think that will hurt him very much. A great many potatoes are now sold by the grocers, not by the bushel or the peck or the half-bushel or the half-peck, but by the basket. They take a fruit basket which has come in with tomatoes or peaches in it, and use it as a measure for potatoes much more frequently than they use a peck measure. Potatoes are practically sold by the basket, three baskets making a bushel. I think it would be as proper to define the weight of a basket of potatoes as the weight of a bushel.

Mr. FOSTER (North Toronto). My hon. friend who has just spoken has put a poser to me. I supposed that the cavities in a bushel of turnips might be filled up with smaller articles of the same genus. With regard to the testing, I left it with the men who I thought knew something about it, the officers of the Experimental Farm, and I took the weights as they were approved by them and as they were given to me. However, I am not going to do other-wise than place this matter before the committee. I am anxious to get the first part of the Bill through, referring to meal and flour in bags. The other part I am quite willing to let stand, with the ventilation that it has had to-day, and the consideration that we shall be able to give it between this and next session. I am as much opposed to frequent changes in weights as anybody; but I thought it well to get at the right threshed out. Mr. HENDERSON.

weights and then keep to them. If these are not the right weights, I am not disposed to press them on the committee. Therefore, I propose with the consent of the committee, to drop everything in the Bill after section 7.

Mr. WILSON (Laval). Has any association of potato growers from the province of Quebec, recommended that the weight of 80 pounds should be reduced to 75 pounds?

Mr. FOSTER (North Toronto). Yes, I have their resolution.

Mr. LAW. If the hon. minister is going to consider all of these sections, before next session, I would ask him to consider at the same time the advisability of defining the size of a barrel of apples. In my part of the country, people complain that the barrels are getting smaller every season.

Mr. LALOR. I think there should be some standard weight established for a bag of potatoes. Two or three years ago I introduced a deputation of vegetable growers from the province of Ontario, to the late Minister of Trade and Commerce. The object of that deputation was, not so much to get 80 pounds established as the weight of a bag of potatoes, as to get some standard weight establish-\_ ed in order to protect the honest dealer, and also the public. Their explanation and also the public. Their explanation was that in Toronto, for instance, a man would go through the streets peddling potatoes by the bag, which in many cases weighed only 70 pounds, and that it was very difficult for the honest dealer, who sold potatoes weighing 90 pounds to the bag, to get the right price for them. What they want established is not so much a weight of 80 pounds, but a recognized standard weight for a bag of potatoes in order that the public when they are buying a bag of potatoes, may be protected and know just what they are getting.

Mr. OLIVER. I would suggest to the minister that I think it would be for the general convenience if, when the weight of a bushel is fixed, the weight of a bag should be a bushel and a half. Then there would be no study of mathematics required by anybody in order to find out what the weight of a bag was. If a bushel weighs 60 pounds, the bag would weigh 90 pounds, and if the bushel weighs 50 pounds, the bag would weigh 75 pounds. I think that would be a very easy way of arriving at the weight of a bag.

Mr. FOSTER (North Toronto). Between this and the next session of parliament we will have plenty of time to get full information and the matter can then be thoroughly threshed out. Mr. BRODER. I would suggest that a bushel of potatoes should be divisible by four. It will be a great inconvenience unless you do that, because there is a great deal of buying by the peck.

Progress reported.

### DRY DOCKS SUBSIDIES ACT AMEND-MENT.

Bill (No. 180) to amend the Dry Docks Subsidies Act was read a second time and the House went into committee thereon.

Mr. LEMIEUX. I was not present when the Minister of Public Works explained the nature of this Bill. But I gathered from what has been published in the press that the new docks would have to be much longer than have heretofore been built in Canada. I also gathered that the floating dock in Montreal will have to be longer.

Mr. MONK. That is a mistake.

Mr. LEMIEUX. Then the Bill will affect only the docks to be built elsewhere in the country? I would like to ask if any progress has been made with the syndicate or company which proposes to build a dock in Quebec? I understand that the Postmaster General has stated that the engineers of the department will decide where the dock will be built, on the south or on the north shore.

Mr. PELLETIER. If the hon. member for Rouville will allow me, I wish to put myself right. I did not speak of the engineers of the Public Works Department. I said that the location of the dry dock at Quebec was not a question for public agitation, but it was a question for the engineers to decide.

Mr. LEMIEUX. I gather that the hon. gentleman mentioned the engineers of the department, but it matters not. I would like to know from the Minister of Public Works if any progress has been made with the construction of the Quebec dry dock, if any company, or syndicate, has been formed to undertake to carry out that project. and what work will be accomplished by it this year?

Mr. MONK. I have no information of a positive character yet, I regret to say. I would be very glad indeed to hear that progress has been made by a syndicate, because I look upon the construction of a suitable modern dry dock at or near Quebec as a very urgent necessity. However, I have no knowledge of any progress having been made in the matter beyond what has been published in the press. I look upon it as a highly desirable project to be carried out as soon as possible, and as far as the department is-concerned, we will assist

its advancement as much as we possibly can.

Mr. BICKERDIKE. Is it intended to build a floating dock or a graving dock at Quebec? My reason for asking the question is that we have been constructing a floating dock at Montreal.

Mr. MONK. In Montreal a floating dock is provided for. My information is that a graving dock is the most suitable for Quebec, but what we want is a proposal to construct a dock of some kind.

Mr. LEMIEUX. I am quite sure the hon. gentleman must have correspondence with the Shipping Federation and other bodies, which next session he will be able to lay on the table of the House.

Mr. MONK. We will be very glad to lay any correspondence that we have on the table at any time.

Mr. BICKERDIKE. A floating dock might be all right in a seaport, but I have some doubt as to the utility of such a dock in inland waters where you have to dig down in order to get a sufficient depth of water to float it. I am not quite sure as to Quebec, but my own idea is that a graving dock would be better for Quebec than any floating dock, at any rate until we have had further experience with this floating dock business.

Mr. PELLETIER. I thoroughly agree with the view expressed by the Minister of Puolic Works (Mr. Monk). I do not pretend to have personal knowledge of this matter, but I think that the Shipping Federation and all the trade in Quebec are unanimous against the floating dock and in favour of a graving dock.

Mr. LEMIEUX. That is what I heard for several years when I had the honour to represent the Quebec district. This question of a dry dock is one that has occupied the public attention in that dis-trict, and, not only in that district, but the whole of the shipping trade of the St. Lawrence. In Montreal the large shipping firms, the Allans and others, are in favour not only of a floating dock in Montreal but of a large graving dock in Que-They hold that this is needed for bec. the shipping on the St. Lawrence, if we are to maintain the position we now occupy. The only question is on what side of the river shall the dock be built.

Mr. MONK. In the pourpariers that have taken place, I have not heard the question of a floating dock in Quebec even mooted. What is called for is a graving dock; and one of the reasons why this change in the legislation is introduced is to enable the government to meet any kind of proposal that can be made. The necessity for a large, modern graving dock in that part of the St. Lawrence is absolutely brought home to the government, and we wish to provide facilities for the construction of that dock as soon as possible.

Bill reported, read the third time, and passed.

FORT OSBORNE BARRACKS SALE.

Bill (No. 185) to authorize the sale to the province of Manitoba of certain ordnance land in the city of Winnipeg-Mr. Hughes, Victoria-was read the second time on division, and House went into committee thereon.

On section 3: proceeds of sale may be spent in procuring another site.

Sir WILFRID LAURIER. This is a very objectionable section. especially as there is no reason for it. The money ought to go into the consolidated fund and be distributed according to the requirements of the public service. There is no reason whatever why this money should be ear-marked. Do I understand that my hon. friend (Mr. Hughes, Victoria), himself wants to have the disposal of this money instead of having it go into the consolidated fund?

Mr. HUGHES (Victoria). This Bill merely follows Bills that were passed by parliament when my right hon. friend (Sir Wilfrid Laurier) was in power.

Sir WILFRID LAURIER. If that be so, I am sorry that the hon. gentleman follows a bad example.

Mr. HUGHES (Victoria). It seems to me a very good idea.

Sir WILFRID LAURIER. No, it is a bad idea.

Bill reported, read the third time, and passed.

SUPPLY-THE NORTHWESTERN GRAIN CONGESTION.

Mr, WHITE (Leeds) moved that the House go into Committee of Supply.

Mr. OLIVER. I wish to again refer to the matter which I have brought to the attention of the Minister of Trade and Commerce on previous occasions, the condi-tion of grain transportation from the prairies to the lake ports. According to the statement presented by the minister on Monday there still remains in the hands of the farmers and in the country elevators and in transit, some 42,000,000 bushels of wheat, 15,000,000 bushels of oats, and 3,-000,000 bushels of barley and flax, a total

there has been sent forward to the terminals a total of 106,000,000 bushels; that is to say in 6 months there has been sent forward 106,000,000 bushels, and there remains to go forward 42,000,000 bushels besides 18,000,000 bushels of oats, barley and I thought it was desirable to bring flax. these figures to the attention of the House and of the government to impress the urgency of the existing conditions. I observe that the minister's statement says that some 5,500,000 bushels of grain is damaged; two thirds of this is in Saskatchewan. But I find from the statement made by the warehouse commissioner that this does not by any means represent the amount of grain that is liable to suffer damage and possible loss, by reason of being damp. The warehouse commissioner, speaking of the condition of the grain, says:

When this class of grain, however, is worked off, some latitude will have to be allowed so as to work off tough grain, as there is no question that a great deal of this class of grain, when the warm weather comes, will have to be dried to make it fit for warehous-ing. The drying plants at Fort William, Port Arthur and Duluth are only handling damp and wet grain at present.

Five and a half million bushels of grain are now damaged, but there is an unknown proportion of the 38,000,000 bushels in country elevators and in farmers' hands still liable to be damaged by reason of its present condition, and it is well known that if that grain does not get forward to the driers in time, some part of it will be a total loss and a large part of it will be seriously damaged. Further, on the same line, the warehouse commissioner savs:

We shall be lucky if the damp and wet grain is all got rid of by the first half of May.

I want to impress on the Minister of Trade and Commerce that if damp and wet grain is not treated before the middle of May, that is after the hot weather has actually arrived, then, beyond any question, it will be heated, damaged and destroyed.

I want to impress the fact that, notwithstanding the measures that have been taken, the conditions are still such as look towards serious damage and loss as a re-sult of the grain not getting forward on account of its being out of condition. The 'Weekly Report' of the Department of Trade and Commerce, dated Monday, March 25, gives the receipts and shipments of grain at Port Arthur and Fort William for the period from September 1 to February 29, a period of six months. It ap-000,000 bushels of barley and nax, a total of 60,000,000 bushels of grain still to be carried forward of last season's crop. Up to the time of the minister's statement Mr. MONK.

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Arthur, as against 92,000,000 in the corresponding six months of the previous year. That is to say, notwithstanding the enormous difference in the total crop of this year as compared with the previous year, and notwithstanding the condition of the grain this year which required it to be brought forward more rapidly, if I read this statement correctly only 2,000,000 bushels more were brought forward this year than last year, although there has been an extra railway in operation. This is something, that should be thoroughly understood.

Mr. COCHRANE. Have you taken into consideration the grain that has gone south over the American lines?

Mr. OLIVER. I know nothing about that, this is the return of the Department of Trade and Commerce stating that in the six months of this year to the end of February, 94,000,000 bushels was received at the terminals as against 92,000,000 bushels in the corresponding six months of the previous year, showing that there has not been an increase in transportation to terminals this year at all proportionate to the increase in crop, particularly having due regard to the fact that a large portion of the crop is out of condition.

Mr. COCHRANE. Was it not later in getting down to Fort William and Port Arthur, was not the crop late? They have taken more grain east all rail this year.

Mr. OLIVER. That may be the reason, I am only stating the fact as given in the report. Another remarkable fact is that when the record of shipments out of Fort William and Port Arthur is considered we find that 74,000,000 bushels were shipped out by both lake and rail in the 6 months ending February 29, 1912, while in the corresponding six months of the previous year a total of 94,000,000 bushels were shipped east, a difference of 20,000,000 bushels in favour of last year in shipments east from Fort William. That condition would naturally account for a great deal of congestion that took place in the elevators at Fort William and Port Arthur.

Mr. ROGERS. My hon. friend can well understand that that was entirely due to the fact of the lateness of the season. The wheat was six weeks, if not later in getting to Fort William last fall than the fall before. That makes a very great difference.

Mr. OLIVER. I am not so sure, Mr. Speaker, that the difference is as great as my hon. friend says because I find that, while there were only 5,500,000 bushels received in September, there were nearly 20,000,000 bushels received in October. However, to continue what I was saying, the facts are that 20,000,000 bushels less went

forward from Fort William and Port Arthur in these six months than in the corresponding six months of the previous year. T find that in the rail shipments east from Fort William and Port Arthur the difference is about 5,000,000 bushels in favour of this year. Five million bushels more have been shipped eastward from Fort William and Port Arthur by rail this year than were shipped last year by rail in the same per-iod. I want to call attention to the very great inadequacy of that amount of ship-ment by rail if the conditions which are set out in the minister's information are to We have succeeded in six be believed. months in getting nearly 15,000,000 bushels transferred from Fort William and Port Arthur eastward by rail as against a little less than 10,000,000 bushels last year. But, there are 42,000,000 bushels in the prairie country yet to go forward with the eleva-tors full practically at Fort William and Port Arthur. The grain from the elevators can only go forward as fast as the elevator situation at Fort William and Port Arthur is relieved by transportation eastward. With nearly 15,000,000 bushels transported eastward in six months by rail there is no reasonable expectation of relieving the condition in which 42,000,000 bushels are available for transportation, before the opening of navigation or within a measurable period of time after navigation has opened. To go over my point again, this is important, especially because of the con-dition of the grain which is liable to be destroyed if it does not get forward to the drying plants so that it can be treated. I am occupying the time of the House-

Mr. HENDERSON. To no purpose.

Mr. OLIVER. Well, I think, for the purpose of letting it be understood how absolutely serious and how absolutely urgent the situation is and I do so the more because it was given out in the press, which was my reason for bringing the matter to the attention of the House, that there was to be a cessation of the effort to relieve the situation by taking advantage of the outlet through the United States. I am bringing this to the attention of the House for the purpose of urging that instead of there being any cessation or slackening there should be an increase of effort, wherever effort can be increased, in order to get the grain forward to where it can be treated before it is destroyed. If the grain does not get forward before the opening of navigation, and that does not take place until about the middle of May, there is no doubt that the grain which has been mentioned as being wet, damp or out of condition, is liable to be either destroyed or very seriously damaged.

Mr. THOBURN, Mr. Speaker, is the hon. member for Edmonton (Mr. Oliver) astray in some of the figures which he has given in reference to the transportation of grain? I have a statement here from one of the vice-presidents of a railway company to the effect that up to the second of February last there was 50 per cent more grain handled than was handled in the corresponding period of last year. I will give you his own words so that there can be no mistake in what I say:

Mr. Bury, vice-president of the Canadian Pacific Railway, last week gave the press a very candid statement of his views in regard to the transportation problems of the west. He says: 'Up to February 2, 1912, 94,577 cars of grain of the 1911 crop have passed inspection. On February 2, 1911, 61,105 cars of the 1910 crop had passed inspection. That is to say, of the 1911 crop the railways handled, from harvesting up to February 2, 54 per cent more cars than were handled up to the same time last year.' And yet it is estimated that there are 60,000,000 or 70,000,000 bushels of grain yet waiting for shipment in the three prairie provinces. What is to be done? Mr. Bury declares flatly that 'as the acreage under wheat increases no amount of trackage or equipment will enable the railways to haul out the crop in twelve weeks. Even if the railways could move the grain in that period of time, the markets of the world could not absorb it suddenly without a serious readjustment of prices.'

Mr. TURRIFF. I would just like to, in a minute or two, emphasize the seriousness of the position as regards the west. I was up there last week, and I saw hundreds and thousands of acres of wheat still standing out in the stook which the farmers were unable to thresh last year. Fortu-nately this year there is a very light snowfall and in most fields where the stooks were standing there were only two or three inches of snow on the ground, and not a great deal of snow on the stooks. But, as soon as the warm weather comes and the snow melts on the stooks, that grain deal of it is bound to be wet because the snow is drifted right into the stocks or sheaves. It is estimated that there are some 15,000,000 or 20,000,000 bushels of wheat still to be threshed in Saskatche-wan—and the bulk of the unthreshed wheat is in Saskatchewan-and unless some special effort is made to get that wheat out and sent forward to the drying plants it is going to be a total loss to the farmers and consequently to the merchants and manufacturers of the country. The statement made by the hon, member for Ed-monton (Mr. Oliver), and the figures sup-plied the Trade and Commerce Department by the Warehouse Commissioners, are in my judgment more likely to be correct than the statement made by the vice-president of the Canadian Pacific railway, because they give the absolute number of bushels month after month.

Mr. THOBURN.

that the railroads were neither in a position nor did they make an effort to cope with the situation last fall, just when the transportation of the wheat started. One of the presidents of one of the big railways practically admitted that they were not able to handle the crop, and that the farmers would have to learn to store their crop, and be able to ship the wheat out during the twelve months of the year.

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. TURRIFF. Mr. Speaker, I think I have made it absolutely clear that the railroads did not make adequate preparation for moving the very greatly increased crop of last season. The hon. Minister of the Interior pointed out that the harvest was later last year than it was in the previous year. That may account in a small degree for the quantity of grain that was sent to the lakes in the fall; but in Southern Mani-toba the crop was harvested and threshed early, before the wet weather came on. According to the return submitted by the Department of Trade and Commerce there was taken to the lake front in the month of September 6,450,000 bushels and in the month of October 23,362,000. So that the crop was available for shipping at an early date. My hon. friend from Halton (Mr. Henderson) suggested that we wanted to ship the grain before it was threshed. We do not want to do anything of the kind. What we wanted, and expected, and what the people of the western country expected, was that the facilities for handling the crop should have been sufficient for handling the crop that was threshed, so that there would be space ready now for the crop that is still to be threshed. It is not only the farmers of western Canada who have suffer-ed in this matter. They will of course suf-fer the principal loss; but the farmers of eastern Canada as well have been suffering all winter. During the present winter there has been a great scarcity of feed. Bran, shorts and coarse feeds of all kinds have been exceptionally dear. There has been a splendid market both in Ontario and Quebec for all the damaged grain of the west, if it could have been transported. But unfortunately the railways were not able to handle the crop. The grain has not been transported to the east, where it was wanted, and the result is that even if the grain in the west is now sold and transported, later on the demand in the east will not exist for it, because by that time the cattle will be out on the grass and the farmer will not be wanting as much feed as he did during the winter months. Let me in this connection read a despatch to the Mon-I claim | treal 'Gazette' of this date:

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Regina, Saskatchewan, March 26. With be-Regina, Saskatchewan, March 26. With be-tween five and eight million bushels of tough wheat in the province still to be marketed, thirty million bushels of dry wheat, twenty million bushels estimated still unthreshed, with the elevators at Fort William and Port Arthur full, and an embargo threatened by the railways on Duluth, which it is reported have capacity for only five millions left, the grain situation in Saskatchewan is more acute to day than ever and unless Some relief can to-day than ever, and unless some relief can be found the loss threatens to be enormous. Following a consultation to-day between the government and officials of the Saskatchewan Co-operative Elevator Company, it was decided to endeavour to secure some measure of means of Chicago terminals. With relief by means of Chicago terminals. With this end in view, A. F. Mantle, Deputy Minister of Agriculture, representing the Saskatchewan government, and C. L. Dunning, manager of the Saskatchewan Co-operative Elevator Company, left to-night for Winnipeg, from which point, after a further consulta-tion with railway and grain officials in that city, they will proceed to Chicago. There they will inquire as to the exact available capacity and feasibility of its utilization for Saskatchewan wheat should it be possible to obtain reasonable rates from the railway company.

So that the estimate made by the local government of Saskatchewan is much higher than even the figures quoted from the return of the Department of Trade and Commerce. All that shows that a very serious state of affairs exists, and that unless an outlet can be secured to Chicago, where there are additional drying facilities, there is bound to be a loss, from the grain spoiling, heating and becoming valueless, of many millions of bushels of wheat at present in Saskatchewan. When the local governments and the elevator companies have to take this matter up, it is evident that this government has not been alive to its responsibilities in this matter. If this government had taken the necessary steps earlier in the season, there would not have been the glut that there is now, the elevators would not all have been filled up, and there would have been room for the damaged wheat when it comes to be threshed, as it will now in the course of a week or two.

So that the responsibility lies very heavily on the shoulders of the government, and more especially on the shoulders of my hon. friend the Minister of Trade and Commerce. This matter was brought to the attention of that hon. gentleman on the 5th of December last by the hon. member from Regina (Mr. Martin), and had the necessary and proper action been taken at that time, there would have been some chance of being able to ship the damaged grain out to points where it could be dried and saved, and, thus avert the loss which not only the farmer but the whole of the

matter my hon. friends opposite were very prolific with advice to the farmer as to what he should do. The railway presidents and officials have also given a great deal of advice to the western farmers, pointing out that they should build granaries and store their wheat, and that they should ship the wheat during the whole 12 months; in other words that the farmers should suit the convenience of the railway companies, instead of the railway companies suiting their conveninece. It advice to the western farmer, but I am bound to say, Mr. Speaker, that there is no one in Canada, or in any other country for that matter, that knows as well what is good for the western farmer as the western farmer himself. It might be generally supposed—listening to speakers on the other side of the House—that the western farmers did not provide any storage facilities for their crops.

Mr. HENDERSON. Speak for your own side. We on this side know all about the matter.

Mr. TURRIFF. I heard such remarks from my hon. friends opposite, but I did not hear remarks of that tenor from any of the Conservative members on the other side representing western constituencies. They had sense enough to keep quiet on this subject, but other men who knew nothing about the matter were put up to give advice to the western farmer, and advice was also tendered by the Minister of Trade and Commerce. Now, I want to say that I can show to any one who comes out to my constituency hundreds and hundreds of barns and granaries, which have cost from \$2,000 to \$6,000, where the farm-ers have provided storage facilities for their crops. The same thing applies to the farmers throughout the older settlements in the western provinces; but in the newer parts of the country, naturally, they have not yet got storage facilities. No one expects that the railway companies are going to be able to carry the crop out in one, two, or three months, and the farmers of the west do not expect that; but the railway companies are endeavour-ing to force the farmers to go into some other style of farming, to go into mixed farming. Well, I take it for granted that the presidents of railway companies understand more or less how to run their rail-ways, and they would not like very much to be dictated to by farmers as to how they should operate their lines. Such being the case, they have no more right to dictate to the farmers as to how they should handle their crops, than the farmers have to dictate to them how their railways should be operated. The western farmer knows best what kind of farming Dominion are going to suffer now. Dur- farmer knows best what kind of farming ing all the previous discussion on this pays him best, and also how to manage his own farm. I say again that the gov-ernment is to a large extent—I will not say altogether because that would be unreasonable-responsible for the conditions that prevail in the west to-day, simply be-cause they did not act soon enough, they did not seem to realize the position of affairs as it existed at the outset-which condition has been growing worse day after day until the present time-and now all the points to which we could ship damaged grain are practically filled up again, keeping away from those points from 10,-000,000 to 20,000,000 bushels of wheat, a great deal of which has been exposed to wet and damaged, and which, unless it can be shipped to points where it can be handled in the drying plants, will cause a tremendously heavy loss of money first to the farmers of the west and eventually to the country generally.

Motion agreed to, and House went into Committee of Supply.

Progress reported.

## RAILWAY SUBSIDIES.

Bill (No. 183) authorizing the granting of subsidies in aid of the construction of the railways and bridges mentioned there-in was read the second time, and House went into committee thereon.

Mr. GRAHAM. I would like to draw the attention of the Prime Minister to the fact that members on this side have no copies of this Bill. I have a special copy, but other hon. gentlemen on this side have been obliged to send specially to the distribution office for copies.

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the Kennebecasis river, at or near Perry Point, and two railway bridges across the St. John river, one at or near Mistake and one at or near Andover; in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

Mr. EMMERSON. This is new, I think.

Mr. COCHRANE. No, that was voted last year or the year before. But the contract was not signed, and the time would run out before they could get started if we did not re-vote it this year.

Mr. CARVELL. As I understand it, this is exactly the same as the last legislation, except that in this there is a clause excluding the bridges, but the aid for the bridges is provided for otherwise. So this is practically a renewal of the legislation that has existed for the last few years.

Mr. COCHRANE. We guarantee the bonds on the bridge to the extent of \$1,000,000, if it costs that much. There is

Mr. TURRIFF.

to bond it for more than the \$25,000 a mile granted by the province of New Brunswick, plus \$10,000 a mile, without the consent of the government. So that betterments during the term of the lease would have to be a lien on the road over and above the \$35,-000.

4. To the Ha Ha Bay Railway Company for the following lines of railway:

(a) From a point on the Quebec and Lake St. John railway in the township of Jon-quières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;

(b) From Lacrosse Junction to the Saguenay river, northerly through the town of Chicoutimi; not exceeding 5 miles;

(c) From La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles;

(d) From a point on the Ha Ha Bay railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

o mines; the said subsidies sub-items (a), (c) and (d) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (b) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (g); not ex-ceeding in all 40 miles.

Mr. LEMIEUX. Has the hon. gentleman (Mr. Cochrane) brought down the informa-tion concerning this? Is the map before the House?

Mr. COCHRANE. I find that this road, what was built of it, about twenty-five to twenty-seven miles, was built without a route-map approved by the Minister of Railways, though other members of the government were informed of it and gave their consent. The subsidy was granted for a line via La Terrière but instead of that they went straight across. The hon. member for Rouville (Mr. Lemieux) himself is probably familiar with the circum-stances. I think he was favourable to the change being made, though no route-map was approved until last January.

Mr. LEMIEUX. To the best of my recol-lection, the first Subsidy Act, passed some years ago, granted a subsidy to build a line from Ha Ha bay to Jonquières via La Terrière. Then the people who were promoting this company were very anxious to avoid certain difficulties they found in the way. If they had followed the first route-map, filed with the Department of Railways and Canals, they would have had to spend a large amount of money and it would have been up-hill construction. Many people from the county of Chocoutimi and La Terrière came here in a delegation and urged upon the Prime Minister and the Minister of Railways and Canals not to change the trace of the route. I remember very well that at the time it was stated that if they built the line which would go another change in it. They are not allowed to the parish of La Terrière, and the people

of La Terrière were satisfied the government would not consider the expression 'via' to mean that they were to run from Ha Ha bay via La Terrière.

But if they were to build the line from the main line to La Terrière that would be considered sufficient for the people of La Terrière. I understand that is what they have done. At the time the most interested party was the present member for Chicoutimi (Mr. Girard). I suppose he can speak for the people of La Terrière and say whether they are satisfied with the change that has been made.

Mr. COCHRANE. No protest has been filed against the change.

Mr. LEMIEUX. Anyway the line has been built to La Terrière and is being operated now?

Mr. COCHRANE. Yes.

Mr. LEMIEUX. Then, for my part, I think the change is justified provided the people of La Terrière are satisfied.

Mr. GIRARD. In reply to the question of the hon. member for Rouville (Mr. Le-mieux) I beg to state that owing to the good work of the late government the peo-ple of La Terrière have succeeded in get-ting justice from the Harvey Company. The branch to La Terrière has been built and a train service of a kind is now main-tained on the line. The subsidy asked from the new government ought to be voted without any objection.

Mr. GRAHAM. What I wanted to point out was that if this line has been chartered by the province then, unless there is a subsidy, the Dominion has nothing to do with the plans of location.

Mr. COCHRANE. They came to us anyway.

Mr. GRAHAM. But as a matter of fact it is out of our jurisdiction unless we grant the charter, because only a federally granted charter comes under our jurisdiction for the location of lines; but the statute was passed granting the subsidy on condition that the line should go a certain way. I took the ground that the statute being passed in this way we could not pay them the subsidy unless the terms of the statute have been carried out. I believe that the statute being changed now will allow the subsidy to be paid.

Mr. SEVIGNY. Would not the company be obliged to go as far as the wharf at Bagotville before receiving their subsidies.

Mr. COCHRANE. Yes, they will have to build down to the wharf. I understand there is some dispute between the town and them, which I hope will be settled so that they will carry out their agreement. whole 170 miles. This new Act, as I imagine, is to enable the company to get the full subsidy on the 62.8 miles when

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Mr. LEMIEUX. The Minister of Railways and Canals is in a good position to exact from the company what the wishes of the people require, because he is doing a great favour to the company by altering the wording of the Subsidy Act. They were very anxious to get the subsidy, but the wording of the Act made it very difficult. If the people are determined to have the railway go to the wharf, the minister should force the company to meet their wishes.

Mr. COCHRANE. I have given my word that I will.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway:-(a) from St. Joachim, northeasterly; not

(b) from a point 62.8 miles; (b) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107.2 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

Mr. LEMIEUX. How is the Charlevoix and Saguenay railway progressing?

Mr. COCHRANE. been built. Thirty miles have

Mr. LEMIEUX. How far is it intended to go?

Mr. PELLETIER. The line is expected to be in operation by the first of September down to Murray Bay.

Mr. GRAHAM. There is a change in this item. In item 25, chapter 51 of the statutes of 1910, a subsidy was granted to this line of railway, but it is for one line not exceeding 170 miles. The new subsidy apparently covers the same line as the old subsidy, but in two sections.

Mr. COCHRANE. Yes, it is over the same route.

.Mr. GRAHAM. And I assume that the purpose is to enable the company to be paid the subsidy on the first 52 miles on completion without having to wait for the completion of the whole 170 miles. The completion of the whole 170 miles. The old subsidy included the branches to Murray Bay and Baie St. Paul. Will this new subsidy cover that territory?

Mr. LEMIEUX. Oh, yes.

Mr. COCHRANE. It covers the whole line.

Mr. GRAHAM. Is this the situation, that under the Act of 1910 this subsidy was granted for one line from point to point, not exceeding 170 miles. The company in constructing that line under that Act were not able to get the full subsidy for a portion of it until they completed the

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they complete it, and also on the remainder of the 170 miles when they complete that.

Mr. COCHRANE. That is the idea exactly. The old statute provided that they would have to build the full 170 miles before they could get anything under the subsidy contract, and this enables them to draw the subsidy as they complete each ten miles as is done with other railways.

9. For a line of railway from a point at or near Montreal to a point at or near Mile 837 west of Moncton on the National Transcontinental railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

Mr. LEMIEUX. I see no company named.

Mr. COCHRANE. It was not named before. I understand there is a company organized now.

Mr. LEMIEUX. A new company organized?

Mr. COCHRANE. Yes.

Mr. LEMIEUX. This is for a branch of the Transcontinental railway to Montreal?

Mr. COCHRANE. Yes

Mr. LEMIEUX. Has there been any application before the hon. gentleman?

Mr. COCHRANE. Yes.

Mr. LEMIEUX. By a reputable company?

Mr. COCHRANE. I have not had time to go into the matter very thoroughly, but I think it is a reputable company from some of the names I heard connected with it.

Mr. LEMIEUX. This has nothing to do with the James Bay line?

Mr. COCHRANE. No.

Mr. LEMIEUX. It is independent of that?

Mr COCHRANE. This subsidy is just voted the same as it was voted before to a company to construct a line from Montreal, and the subsidy is granted for 200 miles.

Mr. LEMIEUX. I remember the facts perfectly well. The people in Montreal are very much interested in this line. I would like to have a little more information from my hon. friend. Could he tell me anything about the company which is making application at the present time to construct the line? If my hcn. friend cannot do so now, to-night will do.

Mr. COCHRANE. I cannot at the moment, but I will furnish the hon. gentleman ceeding 35 miles. Mr. GRAHAM.

with a list of the names of the gentlemen composing the company.

Mr. LEMIEUX. Thank you.

Section allowed to stand.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway :--

(a) from Sault Ste Marie to a point on the Canadian Pacific railway between White River and Dalton stations in the the district of Algoma: not exceeding 200 miles;

of Algoma; not exceeding 200 miles; (b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway; not exceeding 25 miles;

(c) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

Mr. COCHRANE. I hope this is the last time this will be voted.

Mr GRAHAM. That is what I was going to ask the hon. gentleman.

Mr. COCHRANE. This road is nearly all completed, but they were afraid that they could not have it ballasted so that the inspector could go over it and inspect it.

Mr. GRAHAM. Is that the Clergue system?

Mr. COCHRANE. Yes.

Mr. GRAHAM. It is the Soo corporation?

Mr. COCHRANE. I believe that they are all in one now.

Mr. GRAHAM. But it is the Steel Corporation. As I understand, this is to enable them to extend the Algoma Central railway from Sault Ste. Marie up to the Transcontinental railway.

Mr COCHRANE. Yes, only this is a separate subsidy. This goes to the National Transcontinental railway from Sault Ste. Marie. Then, there is another line being constructed from Michipicoten towards the main line of the Canadian Pacific railway. In 1910 the former government granted a subsidy for fifty miles towards the Transcontinental railway.

Mr. GRAHAM. Then the object in view is the completion of the system up to the Transcontinental railway?

Mr. COCHRANE. This is part of it, but ycu will see as you go along the connecting links.

12. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll to Stratford, or to a point on the Grand Trunk railway between Berlin and Stratford, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

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Mr. GRAHAM. How much of this line is constructed?

Mr. COCHRANE. About 43<sup>1</sup>/<sub>2</sub> miles. That would leave 9 miles.

Mr. GRAHAM. Do they intend to complete it this year?

Mr. COCHRANE Yes.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 32; not exceeding 22 miles.

Mr. GRAHAM. Are they building that?

Mr. COCHRANE. They have started it. They claim now that they have their finances arranged so that they can go on with it.

14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

Mr. GRAHAM. I am personally interested in this line. The line to Bancroft, as I understand, is owned by the Canadian Northern system.

Mr. COCHRANE. Yes.

Mr. GRAHAM. Does the Canadian Northern system propose to build this line to Golden Lake?

Mr. COCHRANE. No, it is the people interested in the old charter. One of the promoters, Mr Forgie of Pembrcke, was the gentleman who came to ask me to give them another chance.

Mr. GRAHAM. The reason I ask is that I want to know whom to go after to get this road built.

Mr. COCHRANE. He would be a good man to start with; he is the solicitor of the company.

Mr. GRAHAM. I am very anxious to see it go on through that section of the country because there is no section that needs railway communication more than that.

Mr. COCHRANE I agree with the hon. gentleman.

15. To the Canadian Pacific Railway Company, for a line of railway from a point at or near Toulon to a point on the Icelandic river, in lieu of the subsidy granted by chapter 43 of 1996, section 1, item 27; not exceeding 35 miles.

Mr. GRAHAM. I suppose no work has been done on this railway?

Mr. COCHRANE. This line is completed, but they could not get it completed in time 1971

in order to have it taken over; in fact, it was completed, but our inspector did not get up there and we are re-voting the subsidy on that account.

Mr. OLIVER It is under operation?

Mr. COCHRANE. Yes, I am told it is under operation.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

Mr. OLIVER. Is this line being constructed over the same route as the Canadian Northern line?

Mr. COCHRANE. No, I am told by the hon. member for Vancouver (Mr. Stevens) that it is 100 miles away from the Canadian Northern line. There are 17 miles of the road built.

Mr. OLIVER. The Narrows at Burrard Inlet, are not 100 miles across.

Mr. STEVENS. The Canadian Northern runs up the Fraser river and a part of the North Thompson. It is 200 miles east of this.

Mr. OLIVER. What is the route of this railway and what is its northern objective?

Mr. STEVENS. Fort George or the vicinity.

Mr. OLIVER. By what route will it reach Fort George?

Mr. STEVENS. I could not exactly say by what route it goes, but it goes almost directly north from Vancouver. There are only two or three places where it could get through; Harrison Lake, Seymour Creek or Howe Sound. It strikes north through one of these places.

Mr. OLIVER. It does not follow the Fraser Valley?

Mr. STEVENS. No. At the commencement, it probably follows the Fraser Valley, and follows it for about 150 or 250 miles northward. The Canadian Northern is on the Thompson not the Fraser.

Mr. OLIVER. How much is finished?

Mr. COCHRANE. Seventeen miles.

Mr. OLIVER. Does the 100 miles to which aid is given bring the construction to any particular, important geographical point?

Mr. STEVENS. Not necessarily, although it will open up a good piece of territory.

Mr. COCHRANE. I am afraid they will be back for more.

Mr. OLIVER. This route provides for the crossing of Burrard Inlet. Has work been done on both sides of Burrard Inlet?

No, the hon. gentleman Mr. STEVENS. will find a subsidy later on regarding a general public bridge which provides for the crossing of Burrard Inlet.

Mr. OLIVER. My hon. friend speaks of 17 miles being completed—is that part completed north of the inlet?

Mr. STEVENS. No, south of it.

Mr. LEMIEUX. Does the hon. gentleman expect that that bridge will ever be built?

Mr. STEVENS. Yes.

Mr. LEMIEUX. I hope so.

17. To the Kootenay Central Railway Comany, for the following lines of railway: (a) From Golden via Windermere and Fort Steele to a point on the British Columbia Southern railway at or near Jukeson; not ex-

ceeding 175 miles; (b) From a point on the British Columbia

Southern railway at or near Caithness to-wards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, sec-tion 1, item 43; not exceeding in all 200 miles.

Mr. OLIVEB. I think that when this clause was under discussion during the consideration of the resolutions the minister said he would give the House particulars as to the condition of construction.

Mr. COCHRANE. Fifteen miles are under construction.

Mr. OLIVER. That is between Golden and the Crowsnest branch,

Mr. COCHRANE. No, it runs to the International boundary.

Mr. OLIVER. I am speaking of the first paragraph (a) from Golden via Winder-mere and Fort Steele to Jukeson in the Crowsnest, 175 miles. I would like to have a statement as to what the position of this road is.

Mr. BURRELL. I made the statement the other day that they were pushing the work, although I do not know how much they have done. If the minister says they have only constructed 15 miles that may be right. But I do know that they did start last year to build the road, that they have pushed it on very vigorously and that they are going to push it on towards completion as quickly as possible.

Mr. OLIVER. Has the minister any knowledge or information as to what the further intentions of the company are? Is he aware that they are going to build this 175 miles without further delay?

Mr. COCHRANE:

Mr. BURRELL. That is my understanding.

Mr. OLIVER. I want to know what the official head of the department says.

Mr. COCHRANE. I do not know.

Mr. OLIVER. The minister had some information with regard to the second paragraph which relates to a line from a point at or near Caithness to the International boundary, 25 miles in length. Could the minister give us a statement as to what is the condition of construction on that road?

Mr. COCHRANE. Here is a map; perhaps the hon. gentleman can get some information out of it.

Mr. OLIVER. Then the minister has no information as to the actual construction of that piece of line from Caithness to the boundary?

Mr. COCHRANE. No.

Mr. GRAHAM. I would like to ask my hon. friend as a matter of policy, does he not think it a mistake to subsidize roads running north and south?

Mr. STEVENS. That is the only way the valleys run.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks, to a point 50 miles up the North Fork, and east of West Fork of North Fork, of Kettle river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

Mr. OLIVER. What is the objective of this road?

Mr. BURRELL. It will run about 50 miles north of Grand Forks to the mining district of Franklin Camp. They are oper-ating 20 miles and they are going to build the remainder.

Mr. GRAHAM. Is Franklin Camp a good live going concern?

Mr. BURRELL. There's lots of stuff there.

19. To the Esquimalt and Nanaimo Railway Company, for the following lines of railway: (a) from Wellington to Alberni; not ex-

ceeding 60 miles;

(b) from a point at or near McBride Junc-tion to or towards the village of Sandwich; not exceeding 45 miles;

not exceeding 45 miles; (c) from the village of Sandwich to Camp-bell river; not exceeding 38 miles; the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles;

Mr. OLIVER. Is there any part of this system under construction and is it by the Canadian Pacific railway?

Mr. COCHRANE. I do not think so. There are 107 miles of this line under operation and 28 miles under construction. It is practically all built.

20. For a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river, towards Fort George, on the line of the Grand Trunk Pacific railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

Mr. OLIVER. Has there been any construction on this proposed road?

Mr. COCHRANE. No.

Mr. OLIVER. This Esquimalt and Nanaimo railway. I understand, was acquired by the Canadian Pacific railway. Is it understood that the Canadian Pacific railway is behind this application or is it some other company independent of the Canadian Pacific railway?

Mr. COCHRANE. The subsidy was granted to a company before, but the members thought that if we did not vote it to any particular company we would have a greater chance of having the road built

I should have drawn attention to the change there. Instead of voting it to the company, as at first, we are voting it to a company. It may be the same company or some other company that will take charge of it.

Mr. OLIVER. This proposed road, being partially on the island of Vancouver and partially on the mainland, covers the bridge that is likely ultimately to be built between Vancouver island and the mainland. This bridge, if ever built as it is fully expected it will be, is of such a character that it could not reasonably be expected that any private company and particularly a local company could finance an undertaking of such magnitude. This scheme has been talked about ever since British Columbia entered the union, and it seems to me it is not good policy to allow the ground to be covered by a local charter. It complicates the situation and leaves the way open for the making of claims by the holder of the charter, and really tends to debar other parties from undertaking this vast enterprise. The subsidy in that case should be withdrawn and no company should be recognized as having any right to that location.

Mr. COCHRANE. The old company have forfeited the subsidy because they have done nothing.

Mr. OLIVER. In a case where the enterprise is of such magnitude as to require practically the resources of the nation to handle it properly, it would be better to leave the ground clear.

Mr. COCHRANE. Would you advise giving the company a subsidy?

Mr. OLIVER. I would not. The enterprise is such that I think it would be very much better it should be undertaken as a national enterprise.

Mr. COCHRANE. I see your point.

Mr. OLIVER. I do not think it is wise to trust such a project in the hands of any company, unless it were such a company as the Canadian Pacific railway with enormous resources and responsibilities, but I think there is very little prospect of the Canadian Pacific railway undertaking it. It would be very much wiser not to allow the ground to be covered by small char ters. There would then be less difficulty, when in due time the government of the day look up the question of establishing that connection as a national enterprise.

Mr. EMMERSON. I believe it is inadvisable to continue this subsidy. The proposal to bridge the Seymour Narrows was a live question in my day as minister, and it has been mooted from time to time since. Like the Georgian Bay canal and the enlargement of the Welland canal, it is a question that will not down. I should think, on account of its national character, that at some time it should be built by the government of Canada. I am sure the Minister of Railways would hesitate before entering into a contract for such a work, with any company that was not capable of carrying it on.

Mr. STEVENS. I would point out that this does not necessarily blanket the Seymour Narrows. That could not be done until the route-map and the plans of the bridge, etc., had been submitted to the Department, and an agreement entered into. All this proposition does is to continue the subsidy. I might point out also, that up to the present time the construction of that bridge and that railway have been an impossibility in that the country was not sufficiently developed. But now, the country is opening up at such a rate that in a very few years it will not only be a possibility but an absolute necessity. I contend that this subsidy does not in any way injure the future construction of a public bridge. I say further that the tendency in British Columbia to-day, where very large bridges are necessary, is for the province and local interests to join hands and construct these bridges, as in the case of the Fraser river bridge and the bridge over Burrard inlet. The Burrard inlet bridge is being built entirely by the municipalities and the province, together with a subsidy from the Dominion government. The proposal now before us will not now in any way interfere with that project.

Mr. GRAHAM. The Burrard Inlet bridge differs from this bridge inasmuch as the Burrard inlet bridge connects two municipalities and the municipalities can aid in it; whereas this bridge connects two stretches of country. The situation is not the same there. My own opinion is that it is doubtful that you will ever get a bridge across the Seymour Narrows if you wait for some company to come along and take up this subsidy. However, as a matter of education, this proposal keeps the project before the public and possibly no harm can be done in allowing the subsidy to continue unless it may be the harm of some right or imagined right being acknowledged which would have to be extinguished some time in the future, either by the company undertaking the project or by the government itself. You are establishing a carferry service for Prince Edward Island after a tunnel has been discussed for years, and while there is no doubt in my mind that ultimately this connection must be made between Vancouver Island and the mainland, just the best way to go about it is another question. My own view is that while the continuance of this subsidy will not aid in getting the bridge, no harm can be done by it.

Mr. COCHRANE. I will see to it that any company that gets this subsidy will have to be from Missouri and show the goods; they will have to show that they are able to build the bridge before they get the subsidy.

Mr. OLIVER. I assume that the minister will take care of that, but there is a possibility of a company under this charter holding either access to the bridge, which in a mountainous country such as that, might be the same as controlling the bridge itself.

Mr. COCHRANE. I will fail in my duty if they do.

Mr. OLIVER. We will take the minister's word for that.

Mr. GRAHAM. When you come to giving them a charter conferring rights upon them, you can see that no company can have the right to control the approaches to the bridge.

Mr. GOODEVE. The alteration made by the minister seems to answer the point raised by the hon. member for Edmonton (Mr. Oliver). It is practically like a reward held out to any company prepared to do this work, and of course they will have to come to the minister in any case so that the matter is amply guarded.

Mr. OLIVER. So long as the minister has declared that to be his policy, that is sufficient.

Mr. STEVENS

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial railway at Gibson to a point at or near Minto, together with a branch line from a point on the above-mentioned line to Marysville; not exceeding 35 miles.

Mr. GRAHAM. This is a new vote, I understand?

Mr. COCHRANE. This one is not. I understand that there are coal mines being developed along this line. The Canadian Pacific Railway Company, I think, owns the coal mines; and this line is to . enable it to take the coal down to the Intercolonial.

Mr. EMMERSON. Who composed the Fredericton and Grand Lake Coal and Railway Company?

Mr. COCHRANE. The names of the incorporators are: A. R. Slipp, H. P. Timmerman, C. F. Chestnut, D. King, Hazen Hoffers.

Mr. EMMERSON. It is practically the Canadian Pacific railway?

Mr. COCHRANE. I think so.

22. To the Great Northern Mining and Railway Company, Limited, for a line of railway from Little river through Belle Marche to Eastern harbour; not exceeding 3 miles.

Mr. EMMERSON. Who are the applicants in respect to that?

Mr. COCHRANE. P. Fiset, J. L. Fiset, M. V. Grondin.

Mr. EMMERSON. Is that in New Brunswick?

Mr. COCHRANE. No, in Inverness county.

Mr. CHISHOLM (Antigonish). There is a gypsum deposit there which is being developed.

23. To the Southampton Railway Company, for a line of railway from a point at or near Millville to a point on the St. John river near the Pokiok Bridge; not exceeding 123 miles.

Mr. EMMERSON. What people are making application for this?

Mr. COCHRANE. J. K. Pender, John Stewart, H. H. McNally, D. Gilman, P. A. Guthrie, A. G. Hagerty, W. E. Trites.

Mr. EMMERSON. Is that road built now?

Mr. COCHRANE. My information is that it is.

Mr. CARVELL. I have some knowledge of it. Five or six miles have been graded, and the rails may have been laid by this time. It is partly under construction. 6225

Mr. EMMERSON. When did this application first come in? It is a purely local road, I understand. The company was incorporated by the legislature of New Brunswick, and without application to the Dominion, they started to construct this road. It runs from a station called Millville down to the St. John river. Mill-ville is a station on the line of the Canadian Pacific railway which connects Newburg Junction with Gibson and the city of Fredericton. My impression is that the railway has been constructed for the purpose of giving communication by railway with Fredericton to the people who live on the river at Nackawick, and Pokiok. This line would run back westerly and northerly 13 miles from the river to Millville, and then take what is known as the Gibson line from Newburg Junction to Gibson and Fredericton or Marysville and Fredericton. Very recently the pro-position to build the St. John River Valley road has become a live question. My hon. friend has in this very Bill a provision to aid the St. John Valley railway. That railway runs down the river on the south side of the River St. John, and will give connection with Fredericton to the people of Nackawick and Pokiok. The wisest way to get connection would be by the St. John Valley railway, and from a Dominion standpoint it seems to me we would save money by aiding in the construction of a bridge from Pokiok across the river to the St. John Valley railway. When the St. John Valley railway is finished, this line will not be in operation, because there are very few settlements off from the river at that point, between that and Millville, and railway facilities should be given to the people on the north side of the St. John river, with connection with Fredericton and Woodstock. Heretofore, the only way to do that was to build this particular line 13 miles back to Millville, where they could connect with the present railway operated by the Canadian Pacific railway and known as the New Brunswick railway.

Now at this late date after a company has constructed, or practically finished, a short railway of thirteen miles which serves only local purposes, to propose to subsidize it especially when by another provision of the Bill the government are assisting what would be, or what should be, practically a through transcontinental line of railway, whereby these people would have communication by the St. John River Valley railway. I question the desirability, either in the public interest or in the interest of the locality, of the proposition to grant aid to this railway because it will be no sooner built than it will really become obsolete and inoperative. I am sure that the Canadian Pacific railway would not operate it,

and that no isolated company would operate it, and it is, therefore, practically, subsidizing thirteen miles to no purpose whatever, and not even affording to the people the accommodation which will be theirs by means of the St. John River Valley railway. Of course it is only proposed to subsidize thirteen miles, which is not a serious matter, but I am sure that if the minister and his colleagues had been familiar with the conditions which prevail there, they would have hesitated before bringing forward a proposition to aid in the construction of this railway.

Mr. CARVELL. I want to tell the minister that the conditions are hardly as bad as my hon. friend has depicted, because the balance of the road referred to will never be built and, therefore, the country will be never called upon to pay a subsidy on more than six or seven miles, unless the company comes back here and asks us to double it. I would not be surprised to see Mr. Pindar do that because this road is being built absolutely and solely to retain the political allegiance of that gentleman who is a prominent member of the legislature of New Brunswick and who was talked of as likely to-kick over the traces unless something was done.

Mr. COCHRANE. That is the first I have heard of such a thing.

Mr. CARVELL. And, therefore, something had to be done in the interest of the gentleman I have mentioned.

Mr. COCHRANE. That is not in the application of a subsidy, I know.

Mr. CARVELL. That is not in the correspondence I know. I am only giving the information to the minister. Finally the provincial government was compelled to guarantee the bonds of this road for the whole distance.

Mr. EMMERSON. The province guaranteed the bonds?

Mr. CARVELL. Yes, about a year ago. It is only six or seven miles to Pindar's mill and the line runs through a sparsely settled country. At Pindar's mill there is a very good settlement and I have no objection whatever to their getting railway facilities. The difficulty I see is that there is nothing which would justify any person in operating the road. For that reason I am afraid that the people there will not get what they expected. If the St. John River Valley railway had not been built right through along the River St. John, as my hon. friend from Westmorland mentioned, I think there would have been sufficient business, because the object in building this road in the first place was to satisfy the numerous demands that have been made in that country, ever since I was a boy, for a railway between Woodstock and Fredericton, along the St. John river.

Mr. EMMERSON. On the south side?

Mr. CARVELL. On the south side, and by building this branch line from Millville that territory would be tapped half way between Woodstock and Fredericton. The local government built a fine steel bridge there five or six years ago, and it was hoped to get the traffic in a district from ten to twelve miles north and south of this bridge, and then from the terminus of the railway at Millville. Under the con-ditions which formerly prevailed it would have been possibly a paying investment, and the people would have got the needed railway accommodation. Now that the St. John Valley railway is to be built that absolutely takes away the necessity for this road, and I make the prophecy that it will never be built beyond Pindar's mill. Therefore, the condition is not as black as the hon. member for Westmorland has painted it, because the company will never come back for a subsidy for the balance of their road.

Mr. COCHRANE. Neither the New Brunswick government nor any member of it ever appealed to me for this subsidy.

Mr. CARVELL. I am prepared to agree with that statement.

Mr. COCHRANE. On the other hand, the thirteen miles of railway will have to be built in order to get any subsidy.

Mr. CARVELL. Then the company will come back for additional subsidies.

Mr. COCHRANE. I hope to inspect the railway myself before any subsidy agreement is entered into, and I will bear in mind what the member for Westmorland has said.

Mr. CHISHOLM (Antigonish). Just at this point, although not strictly connected with the subject before the committee, I would ask the minister if he has had a request from the Antigonish and Country Harbour Iron and Railway Company for a subsidy for a line from Antigonish to Country Harbour?

Mr. COCHRANE. I understand that such an application was made.

Mr. CHISHOLM (Antigonish). Does the minister contemplate making a survey of the country between Antigonish and Country Harbour? It is alleged that a road can be built between these places that would better serve that section of the country than the proposed line from Sunny Brae to Country Harbour, for which a contract was awarded less than a year ago. That contract was cancelled when Mr. CARVELL. the present government came into power and the matter of building a railway in that part of the country is under consideration. It is alleged that if a line be constructed from Antigonish to Country Harbour, rather than from Sunny Brae to Country Harbour, it would open up a magnificent country.

Mr. COCHRANE. It would be shorter, perhaps.

Mr. CHISHOLM (Antigonish). The contention is that the line which I propose would go through much better country. 1 know, as a matter of fact, that from Antigo-nish to Country Harbour there is very good farming land, and there are copper mines at Copper Lake, which is about half way between Antigonish and County Harbour, awaiting development, but which develop-ment is delayed because of the fact that no railway communication has been provided. Along that line are the prosperous and fertile agricultural sections of Lower South River, Middle and Upper South River and Gashen, than which there are none better in Nova Scotia. Again, there are immense deposits of gypsum in the vicinity of Antigonish itself, which could be shipped by this railway. In fact the line right from the very start would be a good paying investment. There are no engineering difficulties whatsoever in the way of construction, as the whole country is perfectly level, and no bridges of any importance would require to be built. I would ask the minister if he has in contemplation the making of a survey for such a railway.

Mr. COCHRANE. I can say to the hon. gentleman that I hope to investigate the best route for this railway. During my tour of inspection I will investigate all routes and decide on the best.

Mr SINCLAIR. I cannot allow my hon. friend (Mr. Chisholm, Antigonish) to make such a proposal without telling the minister that I do not think it would serve the country as well as the proposed line from Sunny Brae to Country Harbour. I have nothing to say against the route from Antigonish to Country Harbour. It is quite true, as my hon. friend (Mr. Chisholm, An-tigonish) says, that a railway by that route would run through very good country, which also contains an undeveloped copper mine. I hope some day to see a railway built through that locality. At the same time, the road from Sunny Brae to Country Harbour is the best one to build, as it opens up a much more extensive country. There are two municipalities in the county which I represent. If the proposal of my hon. friend from Antigonish were adopted, the railway would cut across the country, but would not serve the western municipality at all. It would scarcely reach it,

because it would cut across only at one narrow place and the whole of the district of St. Mary's would be practically left out, although it is a very large, populous and thriving district, having large timber resources, and a locality I expect that will give a good deal of traffic to this road when it is built. I do not think you can find any better route than the one which was proposed by the late government, from Sunny Brae to the town of Guysborough, and from Cross Roads to Deep Water at Country Harbour. I have drawn this matter to the attention of the minister so often that I suppose he is tired listening to me, but I thought it my duty when my hon. friend from Antigonish made his proposition to see that that hon. gentleman did not lead the minister astray by anything he said in connection with this matter.

Mr. GRAHAM. Under present circumstances, I think, it would be wise to be even more than ordinarily careful as to the men behind schemes for the construction of lines that may become branches of the Intercolonial railway. The reason I say that is that, no doubt there will be a policy announced of taking over lines that serve as feeders to the Intercolonial railway. Where the promoters are really bona fide and the roads are required, the building of these roads will not be any detriment to the government or to the Intercolonial railway, even though they have to be taken over. But I hang out the warning sign to the minister to be sure that they are bona fide. For, human nature being what it is, where there is a prospect in view of taking over lines there may possibly be some men who may endeavour, by getting a subsidy voted here and a guarantee from the provincial government as well, to have something of value to hand over to the government when the taking over of branch lines is carried out.

Mr. EMMERSON. There should be a provision that where a branch line is taken over there should be a return of the subsidy or at least it should be considered in the arrangement entered into.

Mr. COCHRANE. Quite right.

24. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from Drummond Mines, at Austin Brook, a branch of the Nipisiguit river above Great Falls, in the county of Gloucester, to a point on the Intercolonial railway, and from such point to Alston Point, on the north side, or to Carron Point, on the south side, of the entrance to Bathurst harbour in the said county; not exceeding 26 miles.

Mr. EMMERSON. Would the minister please explain the circumstances of this application? Mr. COCHRANE. The road has been built, and is running, and is developing a portion of the province. There is a large iron mine at the end of the road which this railway is helping to develop.

Mr. TURGEON. I am thankful to the Minister of Railways and Canals for having given the subsidy to this railway. It is a sequel to the development of the immense iron mine of which I have previously spoken to the minister on different occasions, and which will certainly be the cause of a great trade in that neighbour-hood, and will mean that this railway will be an important feeder to the Intercolonial railway. A little over 16 miles of railway has been built from the mines to a connection with the Intercolonial railway at Black's Cut, four miles from Bathurst Harbour. They have been in operation since last May and making trips to New-castle. They could go with the product of their mines to Bathurst, but until the harbour at Bathurst is dredged and equipped they have to turn back at Newcastle, a distance of 41 miles, while they are only three and three-quarter miles from Bath-urst Harbour. They have maintained a regular service for passengers which has proved a great benefit to the lumber district with which my hon. friend is familiar. It also affords facilities for sports-men in the summer and fall. I do not men in the summer and fall. I do not think it will be necessary for them to go as far as Alston Point or Caron Point, but they will be able to find a better site for the shipping at the head of Bathurst Har-bour. This is a subsidy that promotes the interests of the whole north shore of New Brunswick.

Mr. GRAHAM. This is what was called the Drummond mine a few years ago?

Mr. TURGEON. Yes, I made application to the hon. gentleman (Mr. Graham) when he was Minister of Railways and Canals for an extension of the charter until a railway subsidy could be secured. But unfortunately, the elections came off before the subsidy was given.

Mr. GRAHAM. I admit that those elections were unfortunate. Will the building of this line interfere with the traffic of the Intercolonial railway? Will it take away traffic that the Intercolonial railway now has?

Mr TURGEON. It will add to the Intercolonial railway's traffic.

Mr. COCHRANE. It does at present. I said a little while ago that the road was built for only  $17\frac{1}{2}$  miles to a point on the Intercolonial railway. But they propose building down to the water.

Mr. GRAHAM. And that will take away traffic from the Intercolonial railway?

Mr. TURGEON. When this road is comreleted the Intercolonial railway may perhaps lose some of the iron ore traffic. But it will certainly gain more than a compensating advantage by the development of the country and the immense general trade that will be brought in.

Mr. COCHRANE. The supplies have to come in over the Intercolonial railway.

Mr. TURGEON. Hundreds of people are living there, and a great trade is coming to the Intercolonial railway. There is now a large settlement at the mines.

Mr. EMMERSON If this railway is extended to Alston Point on the north side of the harbour, or to Carron Point on the south side of the harbour, it means that the Intercolonial railway will get no portion of the traffic of iron ore shipments from the so-called Grand Falls mine now operated by the company controlled by the Messrs. Drummond. I was under the impression that the Intercolonial railway had con-structed a spur line and had thus secured the immense traffic which my hon. friend (Mr. Turgeon) mentions in connection with these mining operations. It seems to me that is the course which should have been adopted. I understand that there are other iron mining properties in that locality. This subsidy is being granted to a mining corporation, which means that they will have practically complete control of the mining operations that must depend upon this railway for an outlet. Other properties, if developed, would be at a material disadvantage. That is the experience in connection with all railways operated by a mining company. It would be in the interest of the Intercolonial railway, of Canada and of the county represented by my hon. friend (Mr. Turgeon) that the Intercolonial rail-way should acquire this road. It would be in the interest of Bathurst harbour, whose welfare my hon. friend has so much at heart-it would be in the interest of all that this railway should be secured as a branch line of the Intercolonial railway, and that no subsidy should be paid to the company.

It seems to me that would be wise economy and would be in the general interest. I quite appreciate the fact that the company has made an application, the government are entering upon this branch line policy yet I feel that my hon. friend should hesitate before exercising the authority that would be granted to him by this provision of this Bill. As he has stated, they cannot secure this subsidy until they extend their line from the Intercolonial railway where their present terminus is down to the water front.

Mr. COCHRANE. I do not think this one is drawn in that way.

Mr. GRAHAM.

Mr. EMMERSON. No. Well, they would have to go to the point before they could secure a subsidy.

Mr. COCHRANE. Before they would secure the whole of it, yes, they would not get it unless they built that portion of it, but they would get the balance of it on the completion of the balance of the line.

Mr. EMMERSON. Yes, if they built the balance they would get their subsidy.

Mr. COCHRANE. No, they are entitled to receive their subsidy the same as under any other subsidy contract. The contract for the thirteen miles was drawn purposely in that way. But in this case they have a right to draw their subsidy on every ten miles on progress estimates.

Mr. EMMERSON. On progress estimates, and they would get their full subsidy if they stopped at the Intercolonial and went no farther.

Mr. COCHRANE They would for the seventeen miles.

Mr. EMMERSON. The total?

Mr. COCHRANE. No, just that portion of it, they would not draw for what they had not built.

Mr. TURGEON. In reply to the hon. member for Westmorland (Mr. Emmerson) I may say that I feel as he does strongly in favour of all branch lines along the Intercolonial railway in the maritime provinces being taken over by the government. My first proposition to the Department of Railways at the time this application was made was that the Railway Department should build that road. However, at that time the hon. member for Westmorland (Mr. Emmerson) had not sufficiently educated the people of Canada as to the importance of taking over the branch lines, and these people, not being able to foresee the adoption of that policy, undertook to build the road and did build seventeen miles so as to be able to make some shipments with the understanding that they would get a subsidy for that line of railway from the mine to the Intercolonial railway. If they later on go further to the harbour they will be entitled to the subsidy on the extra mileage of construction. As to the business which it may either bring to or take away from the Intercolonial railway, I may say to my hon. friend that the future development of that mine means perhaps more for the north shore of New Brunswick and for the province of New Brunswick at large than people realize; it means the future development of all kinds of iron industries for the north shore of New Brunswick and means, therefore, a great development of the country which is the prosperity of the Intercolonial railway. This is the view I take of it and I believe on that ground they are perfectly entitled to their subsidy. If, later on, the government see fit to take over this railway as a branch of the Intercolonial, I for one certainly would have no objection to their doing so.

Mr. EMMERSON. I would say in emphasis of a remark made a few moments ago by an hon. member that now that my hon. friend is proposing to enter into a subsidy contract with this company he should insert in that contract a provision whereby, in the event of the Intercolonial railway acquiring the property, there shall be an accounting of the subsidy to be paid to the railway.

Mr. COCHRANE. I thoroughly agree.

Mr. TURGEON. I also concur in that.

Mr. GRAHAM. At the time this railway was being discussed it was represented to the department that this mine would be one of the largest producers perhaps in the world, in Canada at least, and I have no reason to doubt that. Has my hon. friend any information to give us as to the output of that mine and how it has been developed? My hon. friend spoke of the great output that was expected from the mine. How have they got on so far? Has it been developed to any extent? How much ore has been taken out?

Mr. COCHRANE. I have not that information.

Mr. TURGEON. I have seen lately in the report of the Department of Mines that some 380,000 tons of ore had been shipped, practically all from that mine in New Brunswick. They have on their road all the equipment necessary for a large traffic. They acquired last summer 60 or 65 steel reversible cars fitted for their traffic, and they have an excellent equipment, including fine Mogul engines, and they have been preparing all winter for an immense traffic during the next season. They are building improvements all the time in order to facilitate their shipments, and render them more remunerative so as to be able to get the business in the future. I have great faith in the development of that mine as I stated to the Minister of Railways two or three years ago.

Mr. EMMERSON. In line with the question asked by the hon. member for South Renfrew (Mr. Graham), I may say that if this is not a success, if this company does not succeed in developing that portion of the province and having a large output, it will not be because the governments of the country have not aided them and aided them generously. The province

of New Brunswick has made great sacrifices in the interest of the company, and the development of that mining proposition both in the way of royalty and in other respects. I do not say that they should not have done so; I only know that they have done so, and now this company is coming to this parliament for a subsidy after the road had been constructed and when it is an existing fact, and has been very generously treated in my judgment to aid this railway which will simply be an adjunct of their mining operations. The country deserves to have the company succeed.

25. To the North Shore Railway Company, for the following lines of railway:

(a) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe lake in the said county, connecting with the Grand Trunk Pacific railway; not exceeding 20 miles;

(b) from Beersville, in the county of Kent, via Rexton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles;

not exceeding in all 40 miles.

Mr. EMMERSON. I would like some full information with respect to this. It is a new proposition to me and a somewhat startling one. But perhaps the facts which the minister will give to the committee will have a tendency to change my views.

Mr. FOWLER. I may say that I know something about this proposed line of railway. It practically is a line beginning at a point on the Grand Trunk railway near Snowshoe Lake and extending easterly to Adamsville on the Intercolonial railway.

The district from Adamsville to Beersville is already covered by the north shore railway.

Mr. EMMERSON. What is the distance?

Mr. FOWLER. Ten or twelve miles; it is only a short distance. The line trom Beersville is supposed to go to a point near Richibucto Head, by way of Rexton. Rexton is a very important town in the county of Kent, and one that has not had proper railway connections. This line will bviate that difficulty and connect Rexton with the Transcontinental system. The country through which this road goes, in addition to being a first class farming district, is a mineral district as well, and contains very large and important coan mines, which are now being developed; not in a very large way as yet, although considerable coal is being shipped.

Mr. EMMERSON. Are they being operated now?

Mr. FOWLER. Oh yes.

Mr. EMMERSON. What is the output?

Mr. FOWLER. I do not know just exactly the output, but I know it is considerable and the coal is of very good quality. Of course, when the mines get this railway connection, they will be further developed, and the output will be larger. It will be a great benefit to the Transcontinental road to have the advantage of opening up this coal field and making it an adjunct of their business. Then, there is another point in connection with this -many people think the most feasible route for the proposed car-ferry between Prince Edward Island and the mainland is from what is known as Carleton-rather, from West Point on the island to Richibucto Head.

Mr. EMMERSON. That is quite a slip for you to make, about Carleton road.

Mr. FOWLER. Yes, I saw a smile creeping over your countenance, and I knew I was wrong. It is thought by many that the most feasible route is from West Point on the Island, to Richibucto Head on the mainland. So far as the feasibility of keeping this route open in the winter time goes, it is absolutely beyond question. Of course, it is not the shortest distance between the island and the mainland

Mr. CARVELL. Does it go anywhere near the sawdust wharf?

Mr. FOWLER. My hon. friend (Mr. Carvell) knows about the sawdust wharf and the location of it. That is at Richibucto, but this is Rexton. If the hon. member were as well posted in the geography of his native province, as he should be, he would know that Richibucto Head and Richibucto are quite apart. Richibucto are quite apart. I may as-sure the hon. member that the sawdust wharf is not intended to be a part of this railway. There will be nothing so unsubstantial as a sawdust wharf about it. Whatever wharf there is, will be at Richi-bucto Head, and it will not be built of slabs and sawdust. I can say to the committee that this proposal is a most important one, and I trust no vexatious opposition will be offered to it.

Mr. EMMERSON. I was asking for information with respect to the company that is making application for this subsidy and as to the parties who are promoting it. I assume that the Minister of Railways can furnish that information.

Mr. COCHRANE. Yes; C. G. Polley, M. F. Keefe, F. C. Robinson, H. H. Pardee (that's a good name), R. F. Kinnear, D. F. Jones, R. A. Irving.

Mr. EMMERSON. These gentlemen are all very respectable men so far as I know | proposition and as to the development of Mr. EMMERSON.

them and their application would certainly be entitled to every consideration. But in view of the apparent connection of this railway with a portion of the Beersville railway, it would seem to me it is open to a very serious question. Now, my hon. friend said that there is a line of railway from Adamsville, which is a station on the Intercolonial railway several miles north of Moncton, to Beersville, a distance he states of twelve miles.

Mr. FOWLER. Ten or twelve miles.

Mr. EMMERSON. My information is, but I do not state positively, that the dis-tance is six miles and that the provincial government has subsidized it to that extent.

Mr. FOWLER. It is ten or twelve miles.

Mr. EMMERSON. My hon. friend may be correct. The construction of that rail-way from Adamsville to Beersville and the development of the coal mines at Beersville was promoted by a Dr. Von Hagen. The line was incorporated by Act of the legislature of New Brunswick and assist-ance was given, I think by the parliament of Canada as well, in the shape of a subsidy. Certainly, assistance was given by the province of New Brunswick, and bonds were issued on that railway and in connec-tion with that property. I happen by accident to have a letter addressed to me as Minister of Railways, dated March 22, 1912, written from Pennsylvania.

Mr. FOWLER. It must have been some Rip Van Winkle that wrote that letter.

Mr. EMMERSON. It was written by some gentleman who evidently thinks I am yet Minister of Railways.

Mr. FOWLER. He must have been asleep for a good while.

Mr. EMMERSON. I suppose he looked at some old document in connection with the Railway Department and found my name there as minister. The letter speaks for itself. It reads:

Hon. H. R. Emmerson,

Minister of Railways,

Ottawa, Ont. Honoured Sir,—I am unfortunately in-terested in the bonds of the Beersville Coal terested in the bonds of the beersvine coar and Railway Company and stand to lose con-siderable money. I have repeatedly written to your Mr. D. Pottinger at Moncton, N.B., who unquestionably is qualified to fully in-form any interested unfortunate, but never have I received a reply. If this is the way of his deing I thought you cupit to know of his doing, I thought you ought to know.

That letter is signed by a Mr. George W. Griffin, and I intended to send it to the Minister of Railways. Aside from this, I have had information with respect to this whole matter, as to the character of the the coal mines. Now as I have said, that proposition of the Beersville Coal and Railway Company was promoted by Dr. Von Hagen, who operated very generally in New Brunswick, and became interested in this project.

Dr. Von Hagen has been very much spoken of and apparently has acquired a reputation that is somewhat unsavory. Whether it is justified or not, I am not in a position to state. But the 'Canadian Mining Journal' a publication of standing, published in Toronto, in its issue of the 15th of July, 1909, on page 420, contains the following reference to Mr. Von Hagen, known as Dr. Von Hagen:

We will consider it a favour if any of our readers who have been induced to purchase stock in the concerns promoted by 'Dr.' Hugo Von Hagen will send us, confidentially or otherwise, a clear statement of their transactions. 'Dr.' Von Hagen is a cheap charlatan, and his mining schemes are fraudulent. The 'Canadian Mining Journal' wishes to secure the specific evidence that is necessary to institute criminal proceedings against Von Hagen. Owners of shares in the Great North Western Company, the Northern Coal Company, the Kent Coal Company, or the Maritime Coal Company (New Brunswick) will be doing the country a service if they will aid 'us in putting an end to Von Hagen's career.

Now, the names read over by my hon. friend were the names of very reputable men, the majority of them personal friends of mine, and I would not wish in any way to reflect upon them or to injure any project which they might be promoting. But it is, I think, in the interest of New Brunswick, in the interest of the development of that mining property, that the parliament of Canada should know, before aiding any scheme, whether there is behind it a Dr. Von Hagen. The matter has been ventilated in the courts. It was ventilated in Great Britain. There was a prospectus on the coal operations in New Brunswick issued and circulated in Great Britain, a prospectus that was startling in its character. That prospectus has done very great injury to the development of other enterabsolutely untrue, so fraudulent in its character, and deceived so many worthy people, that it mas resulted in advertising New Brunswick in a very unpleasant way. Now, I would be very careful with respect to a proposition of this kind if Dr. Von Hagen were in any way connected with the scheme. They ask for a subsidy 'to the North Shore Railway Company from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake, in the said county, connecting with the Grand Trunk Pacific railway, not exceeding 20 miles.' Now, Adamsville is a point on

What is there between Adams-Moncton. ville and Snowshoe Lake? There are no settlements. There is a good hunting ground, I believe, in and around Snowshoe Lake. But the area between these two points is entirely divested of timber, and there is nothing local that would call for the construction of such a railway, much less aiding it by the people of Canada at large. It may be said this will give to the Beersville mines connection with the Grand Trunk Pacific railway The Beersville mines have now connection with both the east and the west over the Intercolonial railway. Why should the government of Canada aid in the construction of a line of railway from a station on its Intercolonial railway to a station on the Grand Trunk Pacific railway when by that connection it would divert the traffic to the Grand Trunk Pacific, which, under present conditions, goes over the Intercolonial itself? If people want to go from Beersville to Moncton, to Nova Scotia, to St. John, they can easily do so over the Intercolonial railway. If they want to go north and west to Quebec or Mont-real, they can do so over the Intercolonial. Now, the development of the Beersville mines has been going on for a number of years. I think the minister, before he asks us to proceed further with this matter, should have information as to the extent to which these mines are developed and what their daily or yearly output is. To my knowledge these mines have been silent from time to time for years. My last experience in connection with the Intercolonial was, that anless the Intercolonial bought the coal from these mines, they were unable to dispose of it, and year after year they applied to the Railway Department to take their output. My hon. friend says that from Beersville these applicants propose to have a line of railway construct-ed to tide-water in Rexton, that is to say, to a point at or near Richibucto Head. Richibucto Head is a point on the Straits of Northumberland and not far from Rexton. Rexton has already communication with the Intercolonial railway.

prises in the province, because it was so absolutely untrue, so fraudulent in its character, and deceived so many worthy people, that it nas resulted in advertising New Brunswick in a very unpleasant way. Now, I would be very careful with respect to a proposition of this kind if Dr. Von Hagen were in any way connected with the scheme. They ask for a subsidy 'to the North Shore Railway Company from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake, in the said county, connecting with the Grand Trunk Pacific railway, not exceeding 20 miles.' Now, Adamsville is a point on the Intercolonial railway 31 miles from

colonial railway and with the outside world. Therefore, the construction of this railway would not be necessary to give them railway facilities. My hon. friend says that, in view of the contemplated carferry service connecting the mainland with Prince Edward Island, it would be desir-able to have this route opened up. Let me tell the minister that if there is to be connection with the car-ferry service-and I do not question the merits of the route, which my hon. friend suggests as between Richibucto Head and West Cape-but it that is determined to be the best route my hon. friend will want to have direct railway connection from the Intercolonial railway to Richibucto Head. He already has railway communication with Rexton and between Rexton and Kent Junction on the Intercolonial railway, and he has the Kent Northern already constructed. The latter railway should be acquired as part of the Intercolonial railway system, then he could easily make the connection between Rexton and Richibucto Head. I am not making any factious opposition, I am simply pointing out to the minister what seems to me to be an undesirable course, not only in the interest of the Intercolonial railway, but in the interest of the country. It may be advanced that the car-ferry service would justify this parlia-ment at this stage in aiding in the con-struction of a railway from Beersville to Adamsville or Richibucto Head. That may never be determined upon, as the locality for a car-ferry service. There are no other reasons assigned, and no other rea-sons can be assigned, and in view of the suspicion that attaches to the whole scheme, in view of all that has transpired in the past, it seems to me that my hon. friend should hesitate before urging upon parliament the granting of a subsidy to this proposed railway, or to either of its branches.

Mr. FOWLER. I cannot allow what my hon. friend said to pass, without taking exception to some of his statements. I must, in deference to the rules of parliament, believe that my hon. friend was only moved by public duty in making the statements which he has made, but I am sorry that he has found it necessary to indulge in statements regarding the counties through which this road passes which are not borne out by the facts. The hon. gentleman gave this committee to understand that this part of New Brunswick is but a barren and unpopulated waste, simply a home for the hunter—

Mr. EMMERSON. I do not wish my hon, friend to misrepresent me. I said that between Adamsville and Snow Shoe lake, that it was an entirely unsettlea Mr. EMMERSON. country, and there was not even any lumber.

Mr. FOWLER. That is half the distance.

Mr. EMMERSON. Twenty miles.

Mr. FOWLER. That is twenty miles and the balance only consists of about twenty miles, and there is only a portion of that country sparsely settled. I want to say there is no better land in Canada than there is along the route of this road, and there are some splendid farms there. The largest end of it runs through a splendid farming section; and the coal mines there are of very great extent, and very great value. The hon, gentleman has seen fit to attack persons who are not here, he has seen fit to drag into the discussion the names of persons who are not named in connection with this proposition. My hon. friend may see the propriety of it, but it does not quite strike me in the same way. He has referred to a man who is attacked and who has no opportunity of making a It does seem to me that in stating reply. his opposition to the Bill, it was entirely unnecessary for the hon. gentleman to make these attacks. If he chooses to object to the development of his native province, and to throw cold water upon any scheme which is intended to bring about that result, he has a perfect right to do so, if he thinks that is the proper course to pursue, and I have no fault to find with him on that score. But I do not think he has any right, in order to score a point against his own province, to attack men who have not the right to reply. The hon. gentleman read an advertisement from a newspaper. It would have been much more to the point if he had been in a position to read the answer to that advertisement, and if he had been able to show that any action had been brought against those gentlemen whom he has maligned. But he cannot show that anything of the kind has been done.

It is all very well for some of these irresponsible newspapers, but there are some trade journals that are not of very high respectability or very great responsibility, and some that have not very much behind them which choose sometimes to blackmail people. I do not know whether this applies to the journal in question because I am not acquainted with it, but I do not think my hon. friend is justified, while expressing his opposition to this proposition, to indulge in insinuations with regard to a man who is not in a position to take care of himself. I have known Mr. Von Hagenfor many years, and have done business with him, and have always found him to be an honourable man in every way, shape and form. This piece of road was subsidized by the federal government, I think, during the time my hon. friend was Min-ister of Railways. A subsidy was given for the line from Adamsville to Beersville, which it may not have been when my hon. friend was Minister of Railways, but it was during the régime of his friends who were in power from 1896 to 1911. I am positive, however, that part of the line was subsidized during the time my hon. friend was Minister of Railways because, it is not more than five years ago a subsidy was given to build a branch line to Mount Carlyle. If this railway is objectionable and absolutely unnecessary, my hon. friend was very lax in his duty in not so advising his friends who gave a subsidy for a portion of the road already built. I wish to repeat that this road is a very important public work, and is as deserving of a subsidy as any road which figures upon the subsidy list before the committee.

Mr. EMMERSON. The road may have been aided when I was Minister of Railways, I do not recollect the fact. It also may have been aided by my friends, but at that time the information which I have referred to was not known to parliament or the road would not have been aided in that way. In 1909 these facts were adver-tised and if my hon. friend wants further information in respect to the matter he can wery readily get it. It is true no actions have been brought here, but they have been brought elsewhere as I am advised. The hon, gentleman says I am trying to throw cold water upon the development of my native province. That may be. I will for ever and always throw cold water on the development of anything in the province of New Brunswick if it is based upon fraud. That does more injury to Canada than you can undo in years. I am simply bringing these facts to the notice of the minister.

### Mr. FOWLER. What facts?

Mr. EMMERSON. With respect to what has transpired in connection with Mr. Von Hagen.

And the fact is stated there is no necessity for connecting the Beersville mine with the Grand Trunk Pacific railway, because they already have railway facilities over the Intercolonial railway. I could quite understand that if this were for the purpose of affording railway facilities for the development of an industry, the minister and the government behind him would be actuated by a desire to promote that development. But it is not necessary in this instance, and it has the colouring of a combination whereby there can be a repetition of the prospectuses that have gone to Great Brtain, unfortunately, in connection with the Beersville mine. I could

go further in connection with that. Unfortunately, the Beersville Coal Company became a bankrupt concern-their bonds have been defaulted. There is another company there, but all are in a bankrupt condition. I should be very much surprised if my hon. friend (Mr. Fowler) would make the statement that the mines are being operated as a commercial and geing concern, for I know, as I have said, that their bonds have been defaulted, and parties have employed counsel in the province of New Brunswick with a view to foreclosure and the winding up of the con-cerns in default. There is no use for us to hide the facts, and no use, even for the purpose of having money spent in the province of New Brunswick, to have the parliament of Canada vote a subsidy on wrong premises and upon expectations that will not be realized. I have no interest in the matter one way or the other, but to discharge my duty as a representative of the people, and I will do that fearlessly, re-gardless of any statements that may be made.

Mr. FOWLER. The hon. gentleman (Mr. Emmerson) talked very loudly about the 'facts.' The hon. gentleman has made assertions; if these are what he labels 'facts' we shall know how to deal with them. My assertion with regard to the matter is as good as his—and I am not saying too much when I say that; and I say that the company is operating these ccal mines and is supplying the Intercolonial railway with coal under contract, and that the business is a paying operation and a large extension of it is contemplated. My hon. friend has produced nothing here but a typewritten copy of some advertisement in a mining journal.

Mr. EMMERSON. It is an editorial from the 'Canadian Mining Journal.'

Mr. GRAHAM. On this item I would again call the attention of the minister to the point 'to which I referred a short time ago. In the first place, we ought to be careful about aiding lines that, in a few months, may come to us and say they have some kind of vested rights that will prevent the government building the line in that place or taking over the proposition without paying them something for what they imagine they have invested. My hon. friend from King's and Albert (Mr. Fowler), I think, gives us a little argument along the line of what I am saying. He points out as a reason why this road should be aided, that it offers communication with the best point from which the car-ferry could run between the mainland and Prince Edward Island. If that be true, the government and parliament ought to exercise great care about giving anybody at the present time any opportunity to claim vested rights in that particular line. If

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it be true, as he points out-and I am not arguing whether it is or not, I do not know -that this will be the best point on the mainland at which to land the car-ferry to connect with Prince Edward Island, the government of Canada ought to keep that in its own hands, and the approaches as well.

Mr. FOWLER. If the hon. gentleman (Mr. Graham), will permit me a moment on that point. If we were asking for a charter, his argument would apply. But we are not asking for a charter. This road has been started by the provincial government, and whatever vested rights we get are from provincial authority.

Mr. GRAHAM. The charter without subsid'v is valueless.

Mr. COCHRANE. I will guarantee that the settlement of where the car-ferry is to be will be arrived at before any subsidy! agreement is entered into.

Mr. GRAHAM. The moment a provincial charter is given a subsidy, it has a cash value, and the owner, if he wishes to dispose of it, has something to dispose of that has the imprint of the federal government of Canada as a project so good that they are willing to pay so much per mile to have it carried out. As has been pointed out recently in London, one wildcat scheme from Canada at the present time, will do more to injure us than many sound enter-prises can make up for. We ought to be careful about lending our name to any scheme that we think is not bona fide-to put it mildly. Another point to which I wish to call attention is that in granting subsidies to provincial charters, the time has arrived when we ought to make it a condition that these railways shall submit their rates to the Board of Railway Commissioners for the Dominion.

An hon. MEMBER. They have to do that.

Mr. GRAHAM. Provincial lines may not come under that board, and some difficulties have been experienced.

Mr. FOWLER. We have a board in our province, the Public Utilities Board.

Mr. GRAHAM. And they have one in Ontario, too. But I think it is conceded in every province in the Dominion that the best piece of machinery yet devised for controlling railway rates is the Dominion Railway Commission. There is a third point, a matter in which I took some interest, and which, I agree, is not so easy a thing to do as it is to give advice about. Wherever the Intercolonial operates there is more or less competition aided by the is more or less competition aided by the facilities in exercising such running power, federal government. For example, we have

Mr GRAHAM

the Intercolonial running from one point to another and we immediately subsidize a steamer which reaches the same points and takes away traffic from the Intercolonial-doing what would injure a company very materially. And then some people wonder why the Intercolonial is not a greater commercial success. I admit there are some circumstances in which the people ought to be given extended facilities for transportation, but I am inclined to think that in many cases we overdo it. We have built the Intercolonial, we spend money to bring it up to date, and im-mediately subsidize some other company to run in opposition to the Intercolonial.

This is one of these schemes. This railway, as I gather from the remarks of the hon. member for Westmorland, will, in a measure, be a competitor to the Intercolonial railway, and at some points at least will only make one other line of transportation. If the rates are too high on the In-tercolonial railway, and I submit without investigation that I think they are not, then they can be reduced; but for us to continue—and I use this word advisedly because this has been done before-to subsidize lines to compete with the Intercolonial railway not in the lowering of rates but to divide the traffic with the Intercolonial railway, does not help the people in the matter of transportation but renders it all the more difficult for the government railway to make both ends meet. I think that in granting subsidies we ought to bear in mind that point and if possible not aid transportation facilities as in competition with the Intercolonial railway because it would pay the government far better, if necessary, to even give them a lower rate on the Intercolonial railway than to have another line constructed or brought into being at the expense of the same power that supplies the money to run the Intercolonial railway, the federal treasury.

Mr. LANCASTER. Like the Grand Trunk Pacific project.

Mr. ROGERS. I would like to correct my hon. friend's statement as to the control of the Railway Board of Canada. They have full and complete control over any railway that gets a subsidy from the government as provided by this Bill. My hon. friend has not read the Bill. If he turns to clause 7 he will find that

The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other com-panies such running powers, traffic arrange-ments and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper connecting companies, and equal mileage rates between all such connecting railways; and the said board, shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

So my hon. friend will see that ample protection is taken in regard to the granting of subsidies to such lines as the one to which I refer.

Mr. GRAHAM. Does that apply to the railways we have been mentioning or to bridges?

Mr. ROGERS. To the railways, and to the bridges as well.

Mr. GRAHAM. It is questionable under a recent decision.

Mr. ROGERS. It applies to both.

Mr. GRAHAM. The only way that the federal authority could obtain control of the rates would be to refuse to give the subsidy until the provincially chartered companies agreed to be declared for the declared. That is the only way we could work it out. I wanted to point out that I think the time has arrived when if, the Dominion government subsidize a road even if the charter is granted by a prov-ince that that road ought to come under the jurisdiction of the federal authorities. Our transportation facilities are getting so large that we ought to have one central authority to control them. The Minister of the Interior, I think, believes that ought to be true. As a matter of fact at least one case has been tried in the courts where the Board of Railway Commissioners of Canada proceeded to give a finding on the ground that they had conwhen that road was in part a through road, but I believe the Judicial Committee of the Privy Council has uccided that the Dominion has no jurisdiction, either over a through rate or a partly through rate or a through rate or a partly through rate or a local rate on a line where a charter is granted by a province and not by the federal authority and the only way in which the Dominion could get control of these rates over a line with a provincial charter, as I understand the law, is for that pro-vincially chartered line to be declared by this parliament to be for the general ad-vantage of Canada.

26. For a line of railway from a point at or near Albert Mines, in the county of Albert, via Hillborough, to the city of Moncton; not exceeding 22 miles.

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Mr. EMMERSON. Has there been any application with respect to the granting of this subsidy? What information has the minister with respect to the situation?

Mr. COCHRANE. An application was made in 1910 for this same subsidy, but was not granted. Senator Domville has been promoting this line for a number of years.

Mr. EMMERSON. I know that Senator Domville is interested in shale works at the Albert Mines but I also know that there is a line of railway running from Albert Mines right up to Hillsborough over the route mapped out in this subsidy proposi-tion and that that line of railway runs towards Moncton to within 10 or 12 miles of that city. This proposed railway can find no other route from Albert Mines towards Moneton via Hillsborough than by practically the right of way over which the pre-sent Albert railway goes. I think it is known as the Salisbury and Harvey rail-way that runs from Albert Mines to Salisbury via Hillsborough. It would be a matter of physical impossibility to find a route for another railway outside of the route fol-lowed by the Salisbury and Harvey rail-way to Hillsborough. It is a narrow gorge in many places surrounded by large hills, and, therefore, the only possible route for a railway. The Dominion government subsidized the Salisbury and Harvey years ago, so did the provincial government, and that railway was also aided by a bonus from the municipality of Albert. The people of Albert taxed themselves in order to get that road.

I have never understood it to be the policy of this parliament or of any federal government to subsidize a railway where railway facilities have already been afforded over the same route. You have aided the construction of a railway from Albert Mines, in the county of Albert, via Hills-borough to within eight or ten miles of Moncton, and this parliament now proposes to subsidize another railway over the same route. If you had a proposition to-day to run from Albert Mines via Turtle Creek, or right back into the country, I could quite appreciate such a proposition particularly in connection with the development of the shale industry at Baltimore. It seems to me that this is another case where the government should acquire the present Albert railway and run it, as part of the Intercolonial railway, and that they should divert it from Stoney Creek siding, or Baltimore siding, into Moncton over the Petitcodiac river, or over the bridge, for which the minister has an application before him at the present time. He has been asked to take into consideration the div-ersion of the line into Moncton via the Petitcodiac river bridge. That is a pro-

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position that is being promoted by the city council of Moncton, by the board of trade of Moncton, by the municipality of the county of Albert, and also by, I think, representatives of the county, at least, one representative of the county of Albert in the provincial legislature is here seeking to aid the application for such a diversion and for the construction of such a bridge, a very worthy project, a very desirable project, one in the interest of the country generally, and one in the interest particularly of the development of its oil shale resources. But this is in no way a proposition to aid the development of the oil shales, it is not necessary and I am sure that my hon. friend who represents the county of Albert, will agree with me in this statement.

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Some hon. MEMBERS. Carried.

Mr. EMMERSON. I have no desire to oppose the granting of a subsidy—

Some hon. MEMBERS. Carried, Carried.

Mr. EMMERSON. I have every consideration for hon. gentlemen, but I want hon. gentlemen to have some consideration for me. I am placing before this committee the condition of things that prevails there, and if hon. gentlemen vote these subsidies through, regardless of the circumstances and regardless of the requirements of the country, the responsibility is upon them, and upon the government which they support. I have discharged my duty in calling attention to the matter.

Some hon. MEMBERS. Carried, carried.

Mr. CARVELL. Mv hon. friends must not get nervous over there. I have a question or two that I am going to ask. Is this the same road from which the rails were taken up some three or four years ago, or does it run between the same points and through the same territory?

Mr. EMMERSON. That is the Albert Southern. This road runs from Albert Mines towards Moncton, and it is the road concerning which an agreement was entered into some months ago, between the Intercolonial railway and the company, whereby the road might be leased or purchased, and in the meantime rails were advanced for the betterment of the railway. It is now proposed, over the same route, to subsidize some other railway.

Mr. CARVELL. That means subsidizing the existing railway.

Mr. EMMERSON. It has already been subsidized.

Mr. EMMERSON.

Mr. CARVELL. Has it been subsidized by the federal parliament?

Mr. EMMERSON. Yes

Mr. CARVELL. How long has this road been in existence and operation?

Mr. EMMERSON. Forty or more years.

Mr. CARVELL. Forty or forty-five years?

Mr. EMMERSON. It has been in existence for over twenty-five years, anyway.

Mr. CARVELL. Perhaps the minister will give us some information. How long has this road been in operation and is it the same road about which an agreement was made and to which rails were supplied?

Mr. COCHRANE. I am told that none of this road has been built and that it has nothing to do with the road the hon. gentleman is talking about, that it was neither loaned nor given rails.

Mr. CARVELL. Then it is a different line from the road which has been under discussion and to which rails were loaned, although running between the same two points?

Mr. FOWLER. No.

Mr. EMMERSON. Well, then it is not proposed to give the Salisbury and Harvey road a subsidy over this route?

Mr. FOWLER. No.

Mr. EMMERSON. There is no other route possible for the railway. There is already a proposition to subsidize a railway along this route. If there were no railway facilities and no connection I could quite appreciate it, but I cannot possibly understand the situation as it is.

Mr. FOWLER. One would think this was a Rocky Mountain district that my hon. friend was talking about when he says there is no other chance of a railway from Albert Mines to Moncton via Hillsborough excepting the present route That is not so. The two lines will not be very far apart for a certain part of the way.

Mr. EMMERSON. It will be double tracking.

Mr. FOWLER. It will not be double tracking. It might be double tracking for a short distance, but when you reach Hillsborough, three or four miles away, you go in an absolutely different direction; you go at right angles to the present road.

Mr. EMMERSON. You would have to go to Stoney Creek siding.

Mr. FOWLER. Then you go to Moncton, and this very delegation that my hon. friend has spoken about is here for the

purpose of trying to induce the government to give assistance to the erection of a bridge across the Petitcodiac at Moncton. They would have this road right into the city of Moncton, and there would be some reason why this assistance should be given, if assistance is to be given to the bridge. This government could not justify assist-ance to a bridge there except there was con-nection with a railway. When my hon. friend speaks of a diversion he must mean a new railway. You cannot take hold of a railway and bend it around a corner, or bend it at right angles; you would have to build a new railway. So, when my hon. friend speaks of a diversion of the present road, he cannot refer to the diversion of the present road, because such diversion would simply be the building of a new railway from a point that was reached by the other road to another point not reached by the road. That is the situation with regard to Moncton. The Harvey and Salisbury road, which my hon. friend speaks about, runs very nearly due east and west. whereas this road, after it reaches Middleborough will run almost north and south.

Mr. EMMERSON. No.

Mr. FOWLER. Northwest and southeast.

Mr. EMMERSON. I am afraid the hon. gentleman is not familiar with the topography of that country.

Mr. FOWLER. I am familiar with it. This road is in my constituency, and 1 know every foot of that district.

Mr. EMMERSON. I am afraid that my hon. friend is not familiar with the topography.

Mr. FOWLER. I am sorry that my hon. friend (Mr. Emmerson), who represents the adjoining constituency, is attacking this road in this way. In this district we have the most valuable deposits of shale in the world. The late government sent over, at the public expense, a large quan-tity of that shale to be tested in Scotland, and it was found to be superior to any of the Scotch shale. These shale lands are now being acquired by wealthy capitalists, such as Sir William Mackenzie, and others of like financial standing, who intend to open them up, and I expect to see, within a few months, a very large number of people engaged in the development of these splendid deposits. This road, if subsi-dized and built as it will be, will enable the products of these shale mines to be carried to tide water at Moncton, and so thence transported to various parts of the world. I do not know why my hon. friend (Mr. Emmerson) is opposing this. He is a former representative of the county of Albert, and he now represents a constituency within which is the city of Moncton, and of course anything that makes for the benefit of Albert county will make for the benefit of that city. When the hon: member states that this is duplicating the present road he is stating what is not entirely a fact. I admit that for a portion of the distance it will be close to the other road, but it is no mere duplication of it. I say that all the circumstances require that this subsidy shall be granted.

Mr. EMMERSON. Probably, I know as much about the shale industry and the prospects there as does my hon. friend (Mr. Fowler). I did represent the county of Albert for fourteen or fifteen years, and I am quite familiar with its resources, and no language can be too extravagant to use with respect to its splendid prospects. But, I am calling the attention of the minister to this, because I have at heart the interests of the county of Albert and the development of its shale areas. The pro-position suggested by my hon. friend (Mr. Fowler) is absurd, and I am amazed that he, representing the county. should make such a statement. The present railway runs from the Albert mines through Hillsborough towards Salisbury, and any other line from Albert mines towards Moncton via Hillsborough would have to run through Baltimore siding or would have to go as far as Stoney Creek siding and then be diverted to the city of Moncton.

Mr. FOWLER. Was not this road, which is to be subsidized, by this Bill, chartered by the late government?

Mr. EMMERSON. I know nothing about the charter.

Mr. FOWLER. Well, my hon. friend was a member of the House when the charter passed.

Mr. EMMERSON. That may be, and I do not object to the road being chartered, but when it comes to giving aid with the money of the country, which is not necessary, that is a different thing. As I understand it, the application from the delegation which came here from Albert county and the city of Moncton is, that the road shall be diverted at Baltimore Siding or Stoney Creek towards Moncton over the Petitcodiac river by means of a bridge, the construction of which it is proposed shall be aided by the Dominion and provincial governments and by the municipality cf the city of Moncton. That would be a reasonable business proposition, and one in the interests of the development of the shale resources of Albert county. The trouble is that the minister has been wrongly advised with respect to the geography and topography and the conditions there, and if my hon. friend (Mr. Fowler) as representing that constituency, would urge upon the minister to acquire the existing line of railway and have it diverted to Moncton, he would be doing great service to the development of the shales and the development of the county he represents, and he would be conferring a benefit on the Intercolonial railway, on the people of that section of the country, and on the trade of the Domin-ion generally. This subsidy will be sim-ply so much money thrown away for at least twelve or fifteen miles of the road and it will serve no purpose. I could not speak too strongly with respect to this proposal, if I were to speak until to-morrow morning. It is because I want to favour the development of the shale areas that I make my suggestion to the minister.

Mr. CARVELL. I do not pretend to have as much knowledge of the geography of the locality as either my hon. friend (Mr. Emmerson) or my hon. friend (Mr. Fow-ler) but we know there is a railway now running from Albert up to the Intercolo-nial at Salisbury and we know that that road could not do business enough even to buy new rails or build new bridges; that it actually went into disuse and that the federal government had to come to its assistance by loaning it rails. However, I am not objecting to that. I say that the Intercolonial railway should take over that road and operate it. The hon. gen-tleman (Mr. Fowler) talks about getting this road up to Moncton in order to get to tidewater. My hon, friend from Westmorland (Mr. Emmerson) may jump on my argument when I say that Moncton is not a seaport to any great extent. True, the tide comes up the Petitcodiac river and small vessels can load on the mud flats when the tide is out, and float when the tide is in.

Mr. FOWLER. It is the terminus of the Transcontinental railway.

Mr. CARVELL. That is ancient history.

Mr. FOWLER. And you argued very strongly that it was a seaport then.

Mr. CARVELL. Yes, but if my hon. friend wants to get to tidewater why don't they go the other way, and take a road built thirty years ago, towards tidewater and from which the rails were sold with-in the last three or four years? The member for Albert can give us information on that point.

Mr. FOWLER. The member for Albert will give any information that is properly required on that point or any other point.

Mr. CARVELL. There is a portion of the county of Albert that is entirely with-out railway facilities, and by giving it railway facilities, you can take the shale only province which has recognized its veterans. The matter has been spoken of in the other provinces, but as yet has taken

Mr. EMMERSON.

deposits to tidewater. If the government has money to spend, it will be benefiting the people and benefiting the industry and it will be carrying out a reasonable proposition by going in that direction. The present proposition is nothing more than duplicating a railway now existing, which has not in the past, been able to do enough business to keep itself alive and which the country had to supply with steel rails.

At six o'clock, House took recess.

#### After Recess.

House resumed at eight o'clock.

# FENIAN RAID VETERANS.

Bill (No. 190), to authorize a bounty to volunteers who served the Crown during the Fenian Raids-Mr. Hughes (Victoria) -read the second time, and House went into committee thereon.

On section 1,

Mr. CARVELL. Perhaps the minister will explain the Bill?

Mr. HUGHES (Victoria). It will be no harm to give a little summary of this matter of grants. In 1866 a number of volunteers were called out to repel in-vasion in Nova Scotia, in New Brunswick, and in the then Canada. In 1870 a number more were called out. These men turned out in defence of their homes and their country, showing their loyalty and their willingness to serve the country, and we are all conscious of the splendid service they rendered. Many of them never asked for pay; they went out to do their duty by their country. Nevertheless, it is the custom of all nations to recognise the services of the men who do service for the country. The United States has done so, in the cases of the civil war, and the Phillipine war. The British government has done so, by enabling ex-soldiers to take up farms in the colonies, and by granting pensions to men who have served for long periods. But in 1866 Canada was on the eve of confederation; and after confederation the contention was raised-at least, that was the reason put forward by the politicians of the day-that the matter belonged rather to the provinces than to the Dominion. The Ontario Government, however, has recognized the Fenian Raid veterans of that province by granting to each of them out of the Crown lands 160 acres, and agreeing to commute the grant for the sum of \$50. I think Untario is the 6253

no tangible form. Following the Fenian Raids came the Red River expedition of 1870, which was a very arduous affair. A British regiment of regulars, with two regiments of Canadian volunteers from Ontario and Quebec, respectively, did their duty strenuously on that occasion. Although there was no fighting, the hardships they underwent have gone down in history. At the conclusion of that expedition, a grant was made to each of the volunteers who took part in it, consisting of scrip for 160 acres of land in the present province of Manitoba. The scrip was sold at varying prices from \$25 up to about \$80. Afterwards came the Northwest rebellion of 1885, and hon. gentlemen are aware of the hardships which the soldiers endured in crossing the gaps north of Lake Superior, walking on the ice, and breaking their way through muskegs and sloughs at many points in their journey. At the conclusion of that rebellion, a grant of 320 acres was made to each of the men who took part in it, or in lieu thereof, cash amounting, I think, to \$80. At all events, the scrip was sold at varying prices from \$25 up to \$100. Afterwards came the South African war, and scrip for 320 acres was given to each man for that; and the scrip was sold at prices ranging from a low figure up to as high as \$800 or \$900, the settlement of the northwest having, of course, given value to it. The Fenian Raid veterans of 1866 and 1870, seeing that grants had been made on all these other occasions naturally began to wonder why no scrip had been given to them. The difficulty was that Nova Scotia, New Brunswick, and Canada, in 1866, were independent of each other, and it was felt that the Dominion of Canada could not very well make a grant on account of the affair of that year, However, the sentiment grew, the agitation was continued, and many of my hon. friends in this House who were then in opposition were favourable to granting recognition in some way. Then the question arose in what form the recognition should be given. Some thought that it should be by a grant of land. Our friends in the northwest and in Ontario, who had had experience of this land grant business, were opposed to it. They said that though these same veterans could have obtained land grants very few had taken them, but they would be glad to surrender them for \$50 cash.

Mr. LEMIEUX. Do you intend to make the grants to the survivors only, or to their families?

Mr. HUGHES (Victoria). This Bill is very similar to the Ontario Act; it proposes to recognize the man rather than the

factory form in which the grant could be made to these veterans would be that of cash. Various sums were suggested, from as high as \$200 down to \$50. A medium figure has been chosen, and the sum has been fixed at \$100. A number of these old men expected pensions.

Mr. LEMIEUX. How many are remaining?

Mr. HUGHES (Victoria). I will read a statement prepared by the officer in the department in charge of the Fenian Raid medal business:

According to the best information that can be obtained the number of volunteers called out in Old Canada in 1866 was in the month of March, 14,000, and in the month of June, 20,000. Of those it is probable that as many as 12,000 were out in both months. Of those it is probable that as many as

12,000 were out in both months. In the same year it appears that about 1,500 were called out in Nova Scotia and 500 in New Brunswick.

In the year 1870 the number called out were about 4,000, but, strange to say there is not the slightest reference to that mobilization in the general orders of that year.

It may be assumed that there are 10,000 Fenian Raid Veterans still living.

It may be remembered that the troops were called out in 1870 very suddenly. Long before they were called out the Fenians appeared on the border and on the morning of the 24th of May the farmers turned out en masse to repel the first in-vasion. Even before the news was known in Montreal the farmers rallied to the defence of the border and I have this to say as far as I am personally concerned: Whether those farmers who turned out on that occasion and did their duty so strenuously were formally sworn and enrolled or not I think they should be recognized in this matter.

It may be assumed that there are 10,000 Fenian Raid veterans still living.

It is now estimated that there are only about 8,000, but that is a mere matter of estimate.

At all events, it would not be well to calculate on a smaller number than that in making a computation as to the amount of money necessary to meet the proposed claims.

It may be asked why not give pensions to these men. Well, pensions are reserved for the cases where the soldier suffers injury from wounds or disability or exposure to the weather, or has some physical disability owing to the service. The Pen-sion Act of the British army contains provision to the following effect:

A non-commissioned officer or man of the Regular Forces is entitled to a pension after family. It was decided that the most satis- 14 years of service if invalided, after

18 years if discharged for the benefit of the service, and in any case after completing 21 years service.

So that in the regular service a man would have to serve for a period of 21 years if uninjured, 18 years if he were discharged for disability or 14 years if he were invalided in order to get a pension, and then it would be very small. In the Canadian Permanent Militia, not our volunteer militia, a man is entitled to retire and receive a pension after he has completed not less than 20 years of continuous service, or if he has become incapacitated for duty, after he has completed not less than 15 years service. That is our regulation governing the granting of pensions in the Canadian service. To those of our friends who have been looking possibly for some pension for having turned out I can only say that under the custom of Britain, of Canada and of any country they are not eligible for pensions unless they have some special disability. Those pensions are all annually voted to Fenian Raid Veterans of 1866 and 1870.

Mr. CURRIE. Might I ask the minister if it is intended to give the men of 1866 the same amount of pensions for wounds as the 1886 men got?

Mr. HUGHES (Victoria). This is not dealing with pensions at all. That would have to be done by way of a special Act.

Mr. BRODER. This applies to Veterans of 1866 and 1870.

Mr. HUGHES (Victoria). If a man was called out in active service in either year. Some men were out only a week, and they come in under the Act; some were out three months and they get just the same. It is a thing one cannot possibly equalize in any other way.

Mr. SINCLAIR. Will the Act apply to men who were called out to drill? I understand that in the province of Nova Scotia a number of men were drafted and collected at some particular place, and submitted themselves to some few weeks of drill preparatory to going to the front, but they never did go. What will be done in the case of those men?

Mr. HUGHES (Victoria). The law says they must have been called out for active service and the man who is called out for drill is not called out for active service. He has to be called out in anticipation of meeting the enemy.

Mr. SINCLAIR. I have no doubt it was in anticipation of service but the raid, as everybody remembers, was short. These men were not required to go to the front, but they were drafted. They went through

Mr. HUGHES (Victoria).

the process of being drafted, selections were made from each regiment, and those men that were selected, were taken from different places and submitted to drill preparatory to going to the front, but there was no call for them to go to the front.

Mr. HUGHES (Victoria). My hon. friend will realize from his legal knowledge that if the official notification to the officers in the locality, called out these troops in a certain year for preparatory drill only, then they do not come under the Act. If they were called out for active service—as certain of the Nova Scotia volunteers were called out, and went to the front—they do come under the Act.

Mr. SINCLAIR. Has the minister a complete list of the men who were called out?

Mr. HUGHES (Victoria). The only list we have is the list of those to whom medals were granted. But let me say that the lists on which this money will be paid out will be very carefully scrutinized. It will have to pass through the paymaster's staff and will be much more carefully scrutinized than perhaps the medal list was.

Mr. SINCLAIR. Is the Nova Scotia list to be found in Halifax, or is it here?

Mr. HUGHES (Victoria). Until this Act passes we will not bother with that matter at all. What I was referring to, was not a list of the men who were called out on active service, but the wording of the order, calling them out.

Mr. CARVELL. Would there not be some record either in Halifax, Fredericton, Quebec, Ottawa or Toronto, showing what corps were called out? I am afraid this is going to lead to some misunderstanding and probably some heartburnings. Now I will tell the minister—

Mr. CURRIE. Why not let the minister make his statement.

Mr. HUGHES (Victoria). It is all right for the hon. gentleman to speak.

Mr. CARVELL. I am only making a suggestion. The minister will not object, I am only asking the question in order that he may clear the matter up. The minister can take care of himself all right. My father, since deceased, was one of the men who I always understood was called out. I know he was not called away from our own county, but to my knowledge, he was three months continuously under drill. He never wanted a pension, and I am sure that what he did not want in his lifetime, his family does not want after he is gone. It will be seen, therefore, that I have no personal interest in this matter. There are other men in my constituency who are still alive and who performed their drill the same as he did. I would like to know if the minfister could tell if there is not some record in existence, either here or at Fredericton, that would show what corps were actually called out, and what is meant by the expression ' called out ?'

Mr. HUGHES (Victoria.) It means called out for active service in anticipation of meeting the enemy. My good friend as a soldier, knows what that means. I have not, until this Act was passed, bothered about looking up any list, but I might say that there are lists in the department here upon which the men who served similarly got their medals. These men who 'served similarly in New Brunswick, got medals, and those men who turned out in New Brunswick for active service on that occasion, got medals. These documents are all in the Department of Militia. They are sworn to, and unless there is some doubt to be cast upon them, I take it for granted that the same affidavits given by two or three comrades of the claimant. as required by the officer in command, when medals were awarded, will be available. At all events, those documents are as carefully prepared, as documents of the kind could well be, and they will doubtless form a very safe guide for us in dealing with the matter in any way.

Mr. MACDONALD. Would the minister be kind enough to tell us what recognition has ever been given to these men? I understood him to say that medals had been given. Does that cover everything that has been done so far?

Mr. HUGHES (Victoria). Before the hon. member for Pictou came in, I gave a summary of what had been done, and I would be glad to explain it again if the hon. gentleman wishes. In the Red River rebellion, of 1870, recognition in the form of 160 acres was given. In the Northwest rebellion, 320 acres; and in the South African war, 320 acres.

Mr. MACDONALD. The Fenian Raid medal was given.

Mr. HUGHES (Victoria). That is all that was given by the federal government. The province of Ontario gave each man a grant of 160 acres, which most of them commuted for \$50. Other provinces have done nothing.

Mr. MACDONALD. Does this \$100 constitute everything that the federal government intends to give in recognition of this service?

Mr. HUGHES (Victoria). Personally, I should be delighted to give more, but this is the sum that many veterans thought would be right—and it has been arrived at after considerable discussion—in recognition of the services rendered. And it is much more than was obtained for the scrip granted for the Red River rebellion of 1870, and more than many of those who received 320 acres on account of the Northwest rebellion or the South African war realized from their grants.

Mr. MACDONALD. Is this to be understood to be the final act of this government in the way of recognition, or may these veterans look for more?

Mr. HUGHES (Victoria). I do not see why they should. Most of us will be dead soon. This is a mere recognition to the old fellows who did their duty in repelling these Fenian raids, and it compares favourably with what was obtained by the veterans on the other cases to which I have referred. Possibly when my hon. friend from Pictou (Mr. Macdonald) occupies the position of Minister of Militia, he may in the goodness of his heart, increase this. I hope that will be a long time hence. Another objection is: Why not give this grant to the widow? These matters have always been arranged on the basis of personal recognition of the men who fought. Talking this over with one veteran, he said there might be great difficulty in giving it to the widow. 'For,' said he, 'I know one veteran who had three wives, and a family by each.' So, it would lead to interminable trouble in having the wills probated and so on if the method of this grant were changed. Therefore, much against my will, I have to depart from my usual custom of standing by the ladies. May I direct the attention of the House to section 3 of the Bill? In drafting this measure what I understand is the custom of the Ontario House was followed. The Bill reads:

The Governor in Council may, at any time before the thirty-first day of December, one thousand nine hundred and thirteen, grant the sum of one hundred dollars to every volunteer who is resident in Canada on the date of the passing of this Act.

I have the sanction of His Royal Highness to alter that. I propose to strike out all the words after 'volunteer' and insert the word 'such' before 'volunteer.' The effect will be to allow every veteran, whereever he may live, to participate in the benefits of the Act.

Mr. CARVELL. I hope the minister (Mr. Hughes, Victoria), will not press that amendment. I think there is not a member of the House but would be delighted to see this Bill go through. If I offered any criticism, I should say the amount offered is too small. If this country is going to remember the veterans to any extent, I think \$100 is a very niggardly sum. But if there are men who did not think enough of Canada to remain in Canada, they ought not to be recognized at all. I think it would be much better to leave the Bill as it is and give this grant to real Canadians.

Mr. HUGHES (Victoria). In New Brunswick they may not have met the condition, but at the time of the Fenian Raid there were tens of thousands of Canadians who held positions in Chicago and other American cities near the border. These men chartered special trains and came back into Canada, and tendered their services for the defence of the country. They regarded this, not as an in-vasion by the United States, but as an invasion by a rabble. They returned to their homes, and many of them still live in the United States. These men, above all others, gave their time and money and risk-ed their lives for the defence of their native land. I held the same view when I drafted the Bill that is held by the hon. gentleman. But it has been so impressed upon me by gentlemen living in Canada that I cannot but accept and agree to it. But only a few of these veterans live in the United States, and I think it is fair to recognize them.

Mr. CARVELL. I was reading in a Fredericton paper a list of veterans so far as they could recognize them, and there were more than twice as many living in the United States as in Canada. These men did not come back from Chicago or anywhere else to take part in repelling the raid. They were then residents of New Brunswick. They only did their duty. And they have seen fit to take up residence in a foreign country. While it is a small matter, I do not think it good Canadian doctrine that these men should receive recognition with the others. More than that, if any Canadian living in Chicago or elsewhere in the United States had enough patriotism to come back at his own expense to defend the country, I do not think he wants the pittance of \$100 at this late day.

Mr. CROTHERS. When I saw this Bill and noticed that it required a residence in Canada, I took strong exception to it. I understand that by this Bill we are endeavouring to give some slight recognition for services rendered. The services were just the same whether a man lives in Newfoundland to-day or whether he lives in Nova Scotia. My own idea is that we cannot be too generous towards men who shouldered the gun and risked their lives in the defence of the country. A hundred dollars is only a triffing recognition, I quite agree with my hon. friend from Carleton, N. B. (Mr. Carvell). Still it is some slight re-

Mr. CARVELL.

cognition of the services that these men rendered. I know of one gentleman who was a prominent official of a corporation whose head office at the time of the Fenian Raid was in Canada. He went out and served his country at that time. Years afterwards the head office of the company was moved to Detroit, and he was in a sense compelled to move to Detroit with his company, and his occupation. It seems to me it would not be right or just to say that man should not participate in the grant because he was living in Detroit. He risked his life just the same, he endured the hardships just the same, he is entitled to recognition just the same, in my humble judgment, as if he were living in Canada to-day. I would suggest, however, a little change in the amendment suggested by the Minister of Militia. Some question may be raised if he puts in the words 'to every such volunteer.' The volunteer may have died a week ago, and there may be some claim put in by his executor. I suggest to strike out the words 'resident in Canada,' and put in the word 'living'-' to every volunteer who is living on the date of the passing of this Act.'

That will make it absolutely clear what is meant. I would not confine it to those now living in Canada. As I have just said the service of these men was just the same, they endured the same hardships, they risked their lives in the interest of the country in just the same way, and, therefore, they are entitled to this recognition just as much as if they were to-day living in Canada.

Mr. LALOR. I would like to see the Bill go just a little bit further. I am quite in accord with the remarks of the hon. member for Carleton, N.B., (Mr. Carvell) as well as the Minister of Labour (Mr. Crothers) in reference to the grant going to volunteers whether or not they happen to live in Canada at the present time. I believe that this grant of \$100, which is but a small recognition of the services of the men who served in 1866, should be extended to the widows of those who served at that time. It may be that the widows of some of those veterans, probably with families, are in circumstances where they require this grant even more than those who are living to-day and I am strongly in favour of having this grant go to the widows now living of veterans who served at that time. That, I believe, would be only a proper recognition of the services of those veterans who have passed away.

Sir WILFRID LAURIER. My hon. friend has already expressed himself on the question whether or not the widows should participate. The widows, I think, can be left to his tender mercies, and they will be in safe hands. I appeal to my hon. friend on behalf of a class which has been appealed for already, I have here letters from two veterans who served in 1866 or 1867, and who have been honoured with the They medial awarded to the veterans. write to me from the United States where they have been living for many years. The veterans received the medals without regard to their domicile. If we give the honour to those who are living outside the country we cannot do less than give to them what little profit there is also. This Bill should certainly be extended to them.

Mr. HUGHES (Victoria). The suggestion of the hon. Minister of Labour (Mr. Crothers) will cover the case of those living outside of Canada. I may say to my right hon. friend that before introducing this amendment I secured the approval of His Royal Highness.

Sir WILFRID LAURIER. I do not know if it is sufficient for my hon. friend to say he has obtained the assent of His Royal Highness. If there is to be an amendment extending the terms of the resolution it seems to me we must have another resolution.

Mr. HENDERSON. I presume it is too late also to discuss the question of whether the widow of a volunteer should be included in this grant as His Royal Highness has not given his assent to any such propo-sition. I, therefore, fear that we will not be able to extend the grant so far. I think the minister should make it impossible for any misunderstanding to arise as to who is entitled by section 2 to be classed as a volunteer, and who would be entitled to receive the grant of \$100. He must be enlisted in and have served with any militia corps which the government of Canada or of Nova Scotia or of New Brunswick called out for active service. How far would that go. Take as an illustration only in my own county. A company at the village of Georgetown might have been called out but perhaps would not have gone farther than Toronto, 35 miles from their homes when the whole scare was over so that they really would not go into active service. But if they were not called upon to fight it was not their fault. They were prepared and left their homes for that pur-pose. I would have grave doubt if these men would be entitled to this grant. Going a little further, I think that those who remained at home to guard the interests of the country would also be entitled to some consideration. There were home interests to protect as well as interests along the frontier and I think the Minister of Militia would have been well advised if he had taken a little out of a rule that prevailed in ancient times that the men who tar-

the spoils as well as those who went into the battle. These men had devoted much of their time to preparing themselves for the protection of their country in the event of invasion and if they were not called on it was not their fault, they were ready and willing and their services should be recognized in some way. I think the resolution should go further and include the men who were prepared to go but who stayed at home to guard the stuff as well as those who went to the front and engaged in battle.

Would that man be entitled to receive the grant of \$100 even although he had never fired a shot?

Mr. HUGHES (Victoria). When a man is called out for annual drill it means that he is called out for that purpose and he cannot claim that he is called out for active service. If the captain at Georgetown became too enthusiastic and gathered his corps together or, if the men themselves became enthusiastic and marched out voluntarily, it could not be said that they were called out for active service; they merely came out. But if they came out in obedience to a government order for active service, then they are called out for active service. Any man who fought in South Africa knows that there were very few who were actually in the firing line. But the poor fellows who were at the back piling oats, handling provisions and doing work of that kind, were just as much entitled to recognition as were those in the firing line. The men to whom my hon. friend has referred must certainly have been called out for active service if they were ordered out and if they marched to Toronto.

Mr. BEATTIE. With regard to those volunteers who are now living in the United States, I do not believe that there is a single one who would not return to defend his country if the occasion should arise. Some of these volunteers are known to the members of this House. For in-stance, I might mention the late Mr. Thomas McGaw, of the Queen's Hotel, Tor-onto, who returned to this country when Mason and Sliddell were taken off a British ship by the American people. He remained in this country and died here. That shows the kind of men that these volunteers were. I do not believe there is a single Canadian who was in the volunteer service but who would return if necessary to take part in the denfece of his country. Why these men should be denied the consideration which is being given to other veterans I do not understand. In so far as being in the firing line is concerned, the man who does duty at the base of supplies is just as much entitled to credit as the man at the front. ried by the stuff were allowed to share in | The man in the firing line cannot do his

duty unless supplies are sent forward to Therefore a great responsibility is him. placed upon the man at the base of supplies. I would be very sorry, because a man happened to have gone to the United States, to see him cut off. I suppose he found that he was able to make a better living by going to the United States than by remaining in Canada. My hon, friend from Haldimand (Mr. Lalor) asks if the widows are included. I believe that the widows should be included. There were a great many volunteers, not too wealthy, who left widows who are not too wealthy and if you were to include these widows in the grant it would be a very great help to them. I repeat that I would be very sorry if Canadians who have gone to the United States should be debarred from par-ticipating in this grant. Many British army pensioners are living in this country and the British government are paying pensions to them every day notwithstanding the fact that they left Great Britain and came to Canada.

Mr. LALOR. There are American pensioners living in Canada.

Mr. BEATTIE. Yes, there are a large number of Canadians who are drawing pensions from the United States government. I think it would be a shame to cut out men because they are living in the United States. I think the widows as well might be included in this grant because I am quite sure there are a great many who are not well off and, although the amount is very small, it will give them a little help in their old age.

Mr. CROMWELL. Mr. Chairman, I would like to say a few words on this motion. Although I am in sympathy with the motion, as far as it goes, I desire to say that in my opinion it does not go far enough. I feel it is my duty to express my opinion, on this question, as I feel that it is one of importance to our comtry's protection. You might ask why it is important. First, I might say, I think it is very important to show to our young men that the government stands behind them, and will show them recognition for any brave services they may be called upon to render in defence of this beautiful country of ours of which we are all so proud. But, to my mind, the amount that is mentioned in this motion is far too small to give the desired encouragement to our young men and to induce them to take the interest in the protection of our country which they would if they knew their services were more appreciated.

Now, let us leave the future aside, if you will, and deal with the past. Is it not true, Mr. Chairman, that those brave men who left their homes in 1866 and 1870 to defend our frontiers, left under very Mr. BEATTIE.

difficult circumstances? Many of them had just started to hew out homes for themselves and families in the wild forests of this country, and their families were entirely dependent upon them for their livelihood, but these brave men were lovers of the old flag, and when they saw it in danger of attack by the enemy they were willing and ready to sacrifice, and did sacrifice, everything for the defence of the land that was so dear to them.

Mr. Chairman, I understand that in one township in the county which I have the honour to represent there was hardly an able-bodied man left, and it being right in the midst of the spring seed time, it is easy to understand the great sacrifice these' men made for Canada. Do you not think the sacrifice these men made at that time deserve to be recognized on a par with those of the brave veterans who fought for our country and empire? To my mind they do. Even though some of these volunteers may not have been required to take part in active service, they came forward in response to the call and were ready at the word of command to fight for our country. I think they should be recognized to the same extent, and if it is not the policy of this government to issue any more land grants I think they should have the equivalent in cash. I also notice that the motion makes mention only of the men who are now residing in Canada. I understand from good authority that a number of British subjects, who were then residing in the United States, left their homes in the face of personal peril, and came back to Canada to defend their native country. I think these men are just as much entitled to recognition, even though they may not be residing in Canada at the present time, as the men who are now living in this country.

I also notice there is nothing said about the widows of these brave men. Surely, Mr. Speaker, if these women have had the sad misfortune to have been left alone in this world they should not be debarred from their rights. I say they should also be recognised now. These men have waited patiently for forty odd years, and now to be only recognised by the small sum of \$100, to my mind, is not doing justice to them.

Mr. THOBURN. The Minister of Militia is a good business man, and in connection with this proposed grant to the veterans for services rendered in 1866 and 1870, 1 want to submit a business proposition to him. There has been a good deal of discussion in this House about the cash subsidies due to the various provinces, and because the payment of these cash subsidies was deferred beyond a certain date, they have now been

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paid to the provinces with interest added. What I submit to the Minister of Militia is, that if the services of these volunteers were valued in 1866 and 1870 at \$100 each man, in all fairness should they not be entitled to the interest on this sum from that time to the present?

Some hon. MEMBERS. Hear, hear.

Mr. THOBURN. I certainly think they are. I repeat that if the services of each volunteer who shouldered his rifle for the defence of his country were worth one hundred dollars at the time he served, that man is justly entitled to the interest on that one hundred dollars from 1866 or 1870 up to the present.

Mr. SUTHERLAND. The riding I represent sent to the front on the occasion of the Fenian Raid a considerable number of men, and in answer to the objection of some hon. gentlemen opposite to extending this grant to those who are not now residing in Canada, I might mention among others one instance known to me where one of those veterans who served in 1866 is compelled to live in Florida for the sake of his health. Surely, it would be a great injustice to this man, who faihfully served his coun-try in her hour of need, to deprive him of this recognition which is tardily granted to the surviving veterans. A man who was twenty-five years old at the time of the war of 1866 is now seventy years old and has reached that age when under the old age pension system now advocated by many, he would be entitled to a pension for the balance of his days. Surely a grateful country ought not to overlook that feature. I am pleased to see that at last some slight recognition is being shown to the men who served their country in 1866 and 1870. We were told to-night by the hon. member for Carleton, N.B. (Mr. Carvell) that they only did their duty, and, while that is true, I would point out to the hon. member that there are a great many peo-ple in this and in every other country who do not always do their duty. . These that the veterans are entitled to interest on this amount now granted from the date of their service to the present year. I would go further and in this grant I would include the widows of the volunteers who served. Might I mention that in my riding I know a man who is now nearing the end of his days in this life, and who is in destitute circumstances, and I am certain that this grant, even though it be only one hundred dollars, will be appreciated by that poor man probably more

due recognition of the patiotic spirit that animated the men who went to the front in that crisis. Although, of course, the danger only lasted for a little while, yet there was a possibility of it being a more serious invasion than it proved to be. I trust the minister will consider the advisability of increasing the grant, and also of including in it the widows of the volunteers who served. The veterans who served in 1866 and 1870 feel that in the past they have been discriminated against, when they saw those who served their country in South Africa, and elsewhere, in more recent days, receiving recognition for their services. I believe that this grant is altogether too small, and I would heartily support a measure that would give more generous recognition to the veterans for the services they rendered to their country.

Mr. STEELE. I desire to add a word to what has been said by the hon. member from South Oxford (Mr. Sutherland) on behalf of the widows of the volunteers who took part in the Fenian Raid. It appears to me that the grant of one hundred dollars was arrived at on the principle that we probably could not make it any less without being ashamed of ourselves. Therefore, as we have decided to give the minimum amount we could in decency grant, we might exhibit a little generosity and widen it so as to include the widows. After all, only a small number of the veterans who served in that war, are to-day alive, and if this great and rich country cannot recog-nize in a more generous spirit the services of the men whose brave resistance averted a more serious crisis, surely we ought not to be penurious enough to withhold our generosity from the widows of these men. I would remind the Minister of Militia, that in the then town of Stratford there were kept men in readiness, anxious to go to the front, but whose services were not called upon, and as to these men I would like the assurance of the Minister of Militia that they will share in this grant.

Mr. EDWARDS. The question as to whether or not it is advisable to make grants of land or money to those who have at one time or another, in the history of this country, taken part in its defence, is not now a question which we need discuss.

ing I know a man who is now nearing the end of his days in this life, and who is in destitute circumstances, and I am certain that this grant, even though it be only one hundred dollars, will be appreciated by that poor man probably more than anything else he has ever received. I believe we cannot go too far in showing

so have been recognized. They were cer-tainly as much entitled to recognition as those who took part in the South African war, or served Canada in any other capacity or at any other time in its history if they served a useful purpose, as they undoubtedly did, in resisting invasion. We must admit that it was due to the efforts of those men that the confederation of these provinces was possible. Had the invasion proved successful, there would never have been any confederation of Canada, and we would not have been the country we are to-day. On the point raised by the hon. member for Carleton, New Brunswick (Mr. Carvell), that this recognition should apply only to men resident in Canada, and not to those who for one reason or another have seen fit to change their abode and go to the other side of the line, I am glad to see that the hon. gentleman stands alone in that position, and he has beaten an even more hasty retreat than did those who invaded the country in 1866, because shortly after making that suggestion, I noticed that he left the chamber. In regard to the amount to be voted to these veterans, I think the hon. gentleman who preceded me stated the matter correctly, that it was a case of settling on a sum and making that sum as small as possible, without having it look too badly in the eyes of the general pub-lic. But if it comes to fixing on the amount that should be granted, who is here to say what that amount should be, whether it should be \$100 or \$1,000? It is impossible for us to place a money value on the services rendered by the veterans of 1866. As we cannot place a money value on their services, we cannot do more than make a grant which is, after all, nothing more nor less than a recognition in a slight way of the services they rendered. Personally, I would have liked to have seen the amount somewhat larger than it is. I had the honour to present to the Minister of Militia in regard to this matter, perhaps as largely a signed petition as was received from any part of the country. There were a good many men in the county of Frontenac, in the vicinity of Kingston, who served at that time, and if this Bill becomes law, as no doubt it will, there will be a great many in that part of the country to benefit to the amount mentioned. I merely wish to add, that I am in entire accord with the principle of giving recognition of some kind to the men who served

Mr. EDWARDS.

only fault I have to find with the measure is, that the amount is not larger. These veterans have been asking for recognition for a long time, and I think they were expecting more than they are now getting; and when they realize that not longer ago than yesterday legislation was put through this House authorizing the sale of a military property at Winnipeg for \$200,000, which was, by all the evidence that we could get, worth at least \$600,000 or \$800,-000—and I understand that the government of Manitoba were willing to pay that a year ago-I am afraid that the veterans will not be verv well satisfied when they find how generous the Minister of Militia has been to the government of Manitoba, compared with what he is doing for the veterans who served the country in 1866 and 1870. I believe that every member on this side of the House, would be in favour of increasing that amount.

Did the Mr. HUGHES (Victoria). hon, member turn out in 1870?

Mr. McCREA. I did not.

An hon. MEMBER. He would, though.

Mr. McCREA. Certainly I would, if called upon; but I was rather young at that time to be called upon. I think that the widows of the veterans are probably more in need than the veterans themelves, and I do not see why the grant should not extend to the widows as well as to the living veterans, that is, provided they are widows. A distinction might be made, providing that those who had re-married should not get the grant.

Mr. MIDDLEBRO. I had the honour of moving a resolution on the 18th of July last the purport of which was that some substantial recognition should be given to the Fenian Raid volunteers of 1866 and 1870, and it is amusing to see the attitude of hon. gentlemen opposite to-day, in view of the fact that every Liberal in the House last July stood up and voted that no recognition whatever should be given to those veterans. On the 12th of December, 1910, I put a question in the House to Sir Frederick Borden, and the question and answer are as follows:

Mr. MIDDLEBRO:

Does the government intend during the present session bringing down any legislation with reference to the grant of lands or money to the veterans of 1866 and 1870?

nition of some kind to the men who served in 1866 and I think that recognition should have been given to them years ago. Mr. McCREA (Sherbrooke). Mr. Chairman, I am in entire sympathy with the proposal to grant recognition to the veterans who served in 1866 and 1870. The

families of those who were killed in the Fenian Raid engagements.

On July 18, the day before this House was dissolved, I brought in my resolution that something should be done in substantial recognition of the veterans of 1866 and 1870, and every Liberal member voted against anything whatever being done. I wonder how many of them will vote now for giving even \$100 to those veterans. They appear to be very generous when in opposition and the responsibility is not upon them; but when we were on the other side of the House, we moved in favour of this recognition, not only last year, but in 1896.

Mr. MACDONALD. Was not the resolution to which the hon. gentleman refers moved as an amendment to going into Committee of Supply-a motion of want of confidence in the government?

Mr. MIDDLEBRO. Yes, and every supporter of the government voted against it.

Mr. MACDONALD. For a very good reason, as the hon. gentleman knows.

Mr. MIDDLEBRO. It ill becomes my hon. friends on the opposition side to be so generous as they are, in view of the fact that when they were in power they absolutely would not give one cent to the veterans of 1866. My own view is that I would give these veterans more than \$100, but we must remember that even that sum will amount in the aggregate to between \$800,000 and \$1,000,000. It is true that in 1866 these veterans did not render any signal service, but we do not appreciate what they really did. At that time the United States was endeavouring to force us commercially into its very arms on the abrogation of the reciprocity treaty. Certainly they would have tried to force us politically into the arms of the United States, and a great many people have thought that the Fenian invasion was planned for that very purpose after the Americans found they could not force us into the union commercially. And had it not been for the services of the veterans of 1866 it might have succeeded. It comes with an ill grace from members of the opposition to criticise the present government in regard to what they are doing, when their own Minis-ter of Militia when asked to do something for these veterans said: 'Not one cent.'

Mr. GRAHAM. I am sorry the member for North Grey has tried to make political capital out of this question.

Mr. MIDDLEBRO. I was simply telling a few truths.

Mr. GRAHAM. Hon. gentlemen on the government side have urged the granting of a larger amount, and I suppose it is no crime for members on this side to do the few of the boys were married, and a woman

same thing. We are not endeavouring to make any political capital out of this matter at all. The experience of the Ontario government and legislature was this-and I predict it will be the experience of my hom. friend (Mr. Hughes, Victoria). I will not say that the amount will be raised, but the Act will be amended from time to time to take in every class suggested here to-night by both sides of the House. Under the circumstances, the Minister of Militia might as well do it with a good grace and as quickly as possible.

Mr. LALOR. Put the widows in now.

Mr. GRAHAM. The experience of the Ontario legislature began with the South African veterans, and next came the veterans of '66. The interpretation of 'active service' was stretched a little until the door was thrown wide open, and in the constituency which I represented in the legislature at that time nearly 300 applications came from one place.

Mr. CURRIE. Not one of them ever went under fire.

Mr. GRAHAM. Those who were under fire stood the fire first rate. These applications, as I say, came in from all along the border. The present government will find it very difficult not to do these things. The pressure will be found and good rea-sons will be found. What I was going to point out to my hon. friend was that we have discussed this matter a good deal, and it might be advisable to postpone any further discussion in order to make a little more progress. Let me tell the Minister of Militia that this matter will come up again next year, and if he will not give way then he will be urged to do so the following year, and the pressure will con-tinue to be brought until he does yield, and it will turn out just as I have said.

Mr. HUGHES (Victoria). I appreci-ate the spirit in which this Bill has been received by both sides. I am sorry, however, that my hon. friend from Sherbrooke, who did not turn out in 1870 when he had the chance, has dragged politics into the discussion to-night. I need not dis-cuss any of the points that have been raised excepting to say this: The widows seem to touch the hearts of all these old veterans. I may say that my own heart strings were almost torn asunder when I had to bring in a Bill not recognizing the widows.

Mr. MACDONALD. You are still feeling bad about it, are you?

Mr. HUGHES (Victoria). I do feel bad about it. I went over this matter with the old veterans themselves, and they pointed out this: In 1866 and 1870

who married a veteran years subsequently had no claim to recognition, and they are right. More than that they pointed out early in the discussion that a number of these old fellows had been widowers and had married again.

An hon. MEMBER. They are not all alive.

Mr. HUGHES (Victoria). They are not all alive, but they have had children by their first, second or third wives. It was decided, taking it all in all, that it was best to leave the matter as it is, and I predict that, with odd exceptions here and there on both sides, this legislation is saitsfactory.

Mr. SINCLAIR. The hon. minister does not mean to say that some of these veterans left two or three wives?

Mr. HUGHES (Victoria). No, I say they left families. I might point out that it is the Navy and not the Army that leaves two or three wives. It is commonly said that a sailor has a girl in every port, but a soldier 'is always true to Poll.' I am informed by the Speaker that it will be necessary to leave this Bill in committee. A resolution will require to be introduced owing to the fact that we are allowing these veterans resident out of Canada, as well as those in Canada, to participate in the grant. I therefore move that the committee rise and report progress.

Progress reported.

# QUESTION OF PRIVILEGE.

Mr. WHITE (Leeds) moved that the House go into Committee of Supply.

Mr. EDWARDS. Before you leave the Chair, Mr. Speaker, I desire to rise to a question of privilege and to offer a few words of personal explanation. In the course of the discussion which took place here yesterday the hon. member for Rouville made use of the following words:

The hon. gentleman came to me and reported to me when speaking on the subject that the office was in his own constituency. I said: Certainly, I have no objection. It was only afterwards, that I found that it was not in his constituency though it had been represented to be in his constituency. It was through Mr. Harty that I found that a misrepresentation was being made. Then, I referred the matter to the post office inspector. And the hon. gentleman will find the report in the department against his application; and I acted upon that report. These are the facts. And I say, that I never, in my official connection with the Post Office Department, refused a legitimate request made to me. But the hon. gentleman wanted to manage the affairs of Kingston, and the hon. member for Kingston objected. And the

Mr. HUGHES (Victoria).

post office inspector objected and I followed the advice of the officer of the department.

That paragraph, Mr. Speaker, places me before this House as having gone to the former Postmaster General and misrepresented the state of affairs existing in my constituency, or thereabouts, with a view to obtaining by false representations the establishment of a post office. In fairness to myself I, therefore, wish to give a few words of explanation. In the first place you will find by a reference to the records in the department that a memorandum prepared for the secretary of the department and dated 7th December, 1910, says:

Dr Edward called at the department on that day in regard to an application made sometime previously for the removal at Williamsville post office (now a suboffice within the limits of the city of Kingston) to a site at the junction of Princess street and the first concession road which would bring the office to the county boundary. As it appears there has been some objection towards removing the Williamsville post office, he—

that is myself.

-no longer presses this phase of the question, but is desirous that a sub office, or a regular post office (the latter of which would be cheaper) be established at the county and city boundary.

This is the first communication, and it clearly shows that the department was aware that my request in the first place had to do with an office inside the city limits, that I had asked that the office be removed to a point within the city limits close to the county boundary, and that afterwards I withdrew that request, and asked them to establish a new office inside the city limits close to the county boundary. On the 9th of December, 1910, the facts as I have just stated them were put in the form of a letter to the inspector at Kingston, and he was asked to report on the matter at an early date. He did not report up to the 8th February, 1911. He was again written to by the Post Office Department here, and was referred to the previous letter asking him to report, and was told to report at once. On the 9th of February, the following day, the inspector's report was received at the department. The report of the inspector sets forth the location of the post office just inside the city limits; the name of the post office is mentioned, the name of the proposed postmaster is mentioned who lived just inside the city limits, and the inspector adds— and I direct the hon. gentleman's attention especially to these words:

The proposed new office will be very close to the Williamsville money order office, about "three-quarters of a mile southeast but will no doubt be a convenience for those living in close proximity. Acting on that report of the inspector, which the hon. member for Rouville (Mr. Lemieux), said yesterday was a report against the granting of this request, six days later, I received this letter from the hon. member for Rouville, then Postmaster General:

15th February, 1911. Dear Dr. Edwards,—With reference to your application for the establishment of a post office near the city boundary of Kingston and the county of Frontenac, we have now received a report from our inspector wherein the proposed site of such office is given as the north side of Princess street, just inside the eity limits of Kingston under the name of Bath road. It appears that such office could be served with mails without extra cost by the Kingston and Sydenham courier. I am therefore giving directions for its establishment, and the same will go into operation so soon as the question of an appointment to the postmastership is decided upon.

# Yours sincerely, R. LEMIEUX.

Notwithstanding that very clear statement, the hon. gentleman declares from his place in this House that the post office inspector reported against the establishment of this office, and that acting upon the report of the inspector he refused the establishment of this office. On the 16th of February, the department wrote to Mr. Harty, because I had suggested that, inasmuch as the proposed site was inside the city limits, inside the sonstituency represented to Mr. Harty, he should be asked to name that postmaster. In that letter you will find this sentence:

The department is disposed to establish the office and would be glad to receive your recommendation for the postmastership, Mr. C. H. Coulter has been mentioned for the position.

That was the letter, or a portion of the letter sent to Mr. Harty. Mr. Harty replied objecting—

Mr. LEMIEUX. Will the hon. gentleman read it all?

Mr. EDWARDS. I have not all the letter here. That is the only part that is pertinent. The other part refers to the request for the establishment of the post office just inside the city limits, and states the fact that Mr. Coulter was suggested to be postmaster. The second part of Mr. Harty's letter is that in which he objects to the establishment of the office. He objected to the opening of the office, stated there was no necessity for it and refused to make a nomination to the office.

Mr. LEMIEUX. Hear, hear.

Mr. EDWARDS. The hon. gentleman says 'hear, hear.' And yet, according to 'Hansard,' he said yesterday: In neither case-

Referring to this and another.

-did I consult Mr. Harty, though in one of them I should have done so since it related this constituency.

Mr. LEMIEUX. Hear, hear.

Mr. EDWARDS. Does the hon. gentleman still say 'hear, hear.'

Mr. LEMIEUX. Hear, hear.

Mr. EDWARDS. Well, Mr. Speaker, the point I wanted to impress on this House is this: My hon. friend stated yesterday that I had misrepresented the facts to him, that I had represented to him that the post office was to be in my constituency, that on that representation he made the promise to establish the office and that it was only after some time that he found out, in talking with Mr. Harty, that the post office was to be inside the city limits. Now, that would place me before the House as having deliberately misrepresented the facts. The hon. gentleman was just a little wrong in regard to the person who was misrepresenting. The hon, gentleman who was misrepresenting was on that side of the House not on this. My hon, friend was the person who was doing the misrepresenting, not the hon. member for Frontenac (Mr. Edwards), as the correspondence in the department shows. For, from the very outset, the first word said in regard to this office had reference to the establishment of an office inside the city limits.

Mr. LEMIEUX. No.

Mr. EDWARDS. I have read the letter.

Mr. LEMIEUX. The hon. gentleman is playing on the words. The misrepresentation, if there was misrepresentation, lies in this—that he put me under the impression that the office was in the constituency of Frontenac, but subsequently I discovered it was in Kingston, and he never told me that.

Mr. EDWARDS. No, the hon. gentleman cannot get away on any such statement as that. I have placed his letter on record.

Mr. LEMIEUX. Portions of the record only. I will move for the whole letter.

Mr. EDWARDS. I hope you will. But one thing I will guarantee to this House, and that is that if you do move for the record you won't bring it up in this House. Your own letter is very explicit—

Some hon. MEMBERS. Order.

Mr. EDWARDS. The hon. gentleman's (Mr. Lemieux's) letter in regard to the matter—is that quite right? Yes? I caught myself in time to put myself right with the

leader of the opposition pro tem (Mr. Graham). I say, my hon. friend's (Mr. Lemieux's) letter in regard to the matter is very clear. He says that he has received the report from the inspector wherein the proposed site is given as the north side of Princess street, which is inside the limits of the city of Kingston. And yet he actually reiterates his statement of last night that I was representing to him that this office was in the constituency of Frontenac?

Mr. LEMIEUX. Will my hon. friend allow me-Did not he lead me to believe that the constituency of Frontenac encroached upon the city limits? There are portions of rural constituencies inside city limits. Included in the city of Montreal are parts of several rural constituencies. That is what the hon. gentleman represented to me.

Mr. EDWARDS. The hon, gentleman cannot get away that way. And I want to warn my hon, friend that, in dealing with me, if he will stick to the facts we shall get along a great deal better. I will not permit him to misrepresent me before this House.

In regard to the point he has just raised, I call his attention to this fact, that I placed before him a rough pencil sketch showing exactly the position of the county of Frontenac in relation to Kingston, showing the position of the Williamsville office, where it was proposed to establish the new office, and if he looks at the record he will find not only my map, but two maps showing clearly the position of Kingston and its relation to Frontenac and to this office. If he looks over these records he will not bring the matter up in this House, because he will get the worst of it if he does, by his cwn letters and by the records on file. I can understand a man making a mistake and my hon. friend when Post-master General had many postoffices to keep in mind and it was possible for him to make a mistake. I am willing to allow for all that, but he was extremely positive in his statement yesterday, so positive that he was placing me before the House as having deliberately misstated the facts in regard to this matter, and I could not permit that to go unchallenged. I say that every word I said yesterday is borne out absolutely in every detail by the records on file in the department. I invite my hon. friend to look over those records and he will find that they are exactly as I have stated them in every particular.

Mr. LEMIEUX. I am sorry my hon. friend thought proper to bring this matter again to your attention this evening. 1 of that office?

Mr. EDWARDS.

never stated that the hon. gentleman had deliberately and wilfully misrepresented the facts to me. I never treat any of my fellow members of the House in that way. As he stated, there are 14,000 or 15,000 post offices in Canada, and no Postmaster General can possibly remember each and every one of these offices and each and every re-quest made in relation to them. But as the hon. gentleman yesterday took pains to state that I had wilfully refused to the province of Ontario and especially to his county, what he was entitled to, I immediately remembered that the hon. gentleman came to me during last session and made a request.

#### Mr. EDWARDS. Did I say wilfully?

Mr. LEMIEUX. My hon. friend may not have used the word 'wilfully,' but he took great pains to say I had refused to give him the justice to which he was entitled as member for Frontenac. That I denied and I still deny, and I appeal to my hon. friends on the other side of the House to state whether I ever refused a legitimate request when it came officially before me as Postmaster General. I made a statement about that office in the neighbourhood of Kingston. I state again that the way the request was made to me by the hon. gentleman, led me to believe that this office was in his constituency, although it was within the city limits of Kingston. I say it again, it is quite vivid in my memory, I did not refuse the office to the hon. gentleman; I granted it to him at first; afterwards when Mr. Harty and the inspector represented to me that by giving that office, first of all I was giving an office to an outside member in a constituency represented by Mr. Harty and second, that I was opening an office in the very neighbourhood of another office near the outskirts of the city, I cancelled the order. But the hon. gentleman kept coming to me and speaking to me and insisting, so finally, I asked Mr. Merritt, the inspector, to prepare a report. It is probably too late this session to make a motion to get that report before the House, but if my hon. friend is so persistent I shall make the motion and get it at the opening of next session, and I will establish clearly that what I said yesterday is absolutely true. I have read my remarks of yesterday in 'Hansard.' I regret that the hon. gentleman gave rise to the remarks I made by his insistence in stating that I was wilfully unjust to him, I read these remarks this morning , and I say that I stand by each word I uttered yesterday.

Mr. EDWARDS. Did the inspector at Kingston report against the establishment

Mr. LEMIEUX. He reported against the request of the hon. gentleman when he knew the true facts of the case.

Mr. EDWARDS. The files do not show that; they show the opposite.

Mr. LEMIEUX. The hon. gentleman had an opportunity to see the file, but he gave only a portion of the file to-night. I shall move a formal motion to get the facts before the House, the full and not distorted facts.

#### INQUIRY FOR RETURNS.

Mr. MACDONALD. Some six weeks ago I moved for a return from the Marine Department with relation to some British Columbia fishing matters. The papers have not been brought down, and I would like to have them, if possible, tomorrow.

# REDUCED RAILWAY FARES FOR STUDENTS.

Mr. CURRIE. I wish to refer briefly to an important matter in order that it may be brought to the attention of the Railway Commission. I understand that the rail-ways of Canada have given notice that they are going to withdraw the cheap fares to students over the railways of Canada. This will mean a great loss to the students of Canada. In my province it will occasion a great deal of hardship to the young people attending the high schools who have trip tickets back and forth, but who will now have to leave home and board where the school is situated. I am sorry the Minister of Railways is not here to-night, but he will see the matter in 'Hansard,' and I hope the Railway Commission will step in and see that the railway companies carry out the previous arrangement in this respect. The change proposed will involve a great hardship on the students of the country and a loss of thousands of dollars, and I am sure that we are all anxious to do what we can to see that they get a proper education.

#### APPOINTMENT OF MR. RAOUL DESCHAMPS.

Mr. LEMIEUX. I would ask the Minister of Public Works if the following despatch to 'La Presse' is true?

Ottawa 26.

It is announced officially to-day that Mr. Raoül Deschamps of Notre Dame de Grâce has been appointed to an important position in the Department of Public Works with headquarters in Montreal. Mr. Deschamps is well known in political circles, having always taken an active part in all contests since 1906. This nomination is popular with both parties as the newly appointed official has many friends.

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I would ask if that statement is true, because I put a question not very long ago to the hon. gentleman and he denied it.

Mr. MONK. The statement is correct. It is quite a recent appointment in the department.

Mr LEMIEUX What is the nature of the appointment?

Mr. MONK. The department has found it necessary to have somebody in Montreal to superintend the important works which are being carried on there, and we have appointed Mr. Deschamps quite recently.

Motion agreed to, and House went into Committee of Supply.

#### SUPPLY.

Civil government—Post Office Department to increase the salary of H. B. Verret, assistant Deputy Postmaster General, from \$3,100 to \$3,750, from 1st January, 1912, \$162.50.

Mr. DEVLIN. May I ask the Postmaster General if, in the item in the main estimates providing for two clerks at \$4,000, Mr. Verret is not included?

Mr. PELLETIER. Mr. Verret's name does not appear in the supplementary estimates for 1912-13. His name appears here in the supplementary estimates for 1911-12 and, of course, in the main estimates for 1912-13 his name must appear in order to give effect to the same item as that which we are here considering.

Mr. DEVLIN. Should he not be entitled to \$4,000, or the same salary that Mr. Laschinger was getting?

Mr. PELLETIER. He is going up there by yearly increment.

Mr. LEMIEUX. I am bound to say that Mr. Verret is entitled to the increase. He served in the department for several years while I was minister and, on account of his special ability and his thorough knowledge of both languages, he is a most useful officer. As the hon, gentleman knows, the duties of his office claim his attention night and day. I am quite pleased to see that the hon, gentleman has thought fit to give him proper recognition.

To provide for four clerkships in first division, subdivision 'B' and for four in second division, subdivision 'A', \$14,800.

Mr. SINCLAIR. It has been rumoured that it is the intention of the Postmaster General to increase the salaries of postmasters throughout the country from \$35 to \$50. Will the Postmaster General inform the committee if there is anything in that report?

Mr. PELLETIER. There is nothing in these estimates concerning that, but the

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matter to which my hon. friend refers is receiving at the present time very careful attention and consideration. I have done something this year for a certain number of the very numerous employees of the Post Office Department and while I do not say as an eminent member of this House once said: 'Wait until you see me next year,' I will say that the case in question deserves consideration and will probably receive consideration in a tangible form.

Mr. MACLEAN (Halifax). I have heard it intimated that the hon. gentleman, and possibly some other ministers, are seeking to escape the operation of the Civil Service Act by increasing the salaries of officials and promoting them in rank through the estimates. It would be very difficult for any member of this House to ascertain this information by perusing the estimates without some departmental information to assist him. I would like the Postmaster General to tell me if that is correct or not. It is said that these officers are being promoted and having their salaries increased without passing the examination required by the Civil Service Act and without any action being taken by the Civil Service Commissioners.

Mr. PELLETIER. These estimates show that some employees will receive more salary than they would if the strict conditions of the Civil Service Act were followed. Mr. Verret's case is one in point. Special provision is made for him here because we think—and I am glad that both sides of the House agree upon this question—that he should receive some special consideration. We have to do it by the estimates. There is a section in the Civil Service Act which says that when promotions of that kind are made they must be made in the way we are doing it here, that is by naming the official in the estimates themselves. We are simply following that section of the Civil Service Act in doing this.

Mr. MACLEAN (Halifax). The minister will see that if he does that in wholesale fashion he will overcome the operation of the Civil Service Act. I should not complain at all if this were done in special cases, but the hon. gentleman will readily see that if all the ministers pursued the same course, parliament might as well repeal the Civil Service Act and abolish the Civil Service Commission. It is a method of promotion by Act of parliament which would render the Civil Service Act altogether ineffective.

Mr. PELLETIER. The matter referred to by my hon. friend has been very carefully considered, and we have put in these estimates some very special cases.

Mr. MACLEAN (Halifax). Not many. Mr. PELLETIER. Mr. PELLETIER. They are very few.

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Mr. LEMIEUX. I have looked very carefully at the special increases which are provided for in the estimates. The case of Mr. Verret I have explained already. The case of Mr. John Graham, I know by heart. recommended it myself to council before I left office. Mr. Graham is an old friend of our old friend', the member for South Lanark (Mr. Haggart). He has been in the service for more than forty years, and through a mistake made by the late Civil Service Commission, he did not get the increase he was entitled to, and so has suffered an injustice. I intended to remedy that, but unfortunately the elections came on, and it is now for the present Postmaster General to do what I intended to do myself. The same thing may be said to do myself. The same tining may be said in the case of Mr. O'Connor. Miss Kath-leen Merrick has been for a long time in the department. I do not know that I should say it, but these cases had been approved by the preceding administration and my successor has simply taken the same items and brought them before council.

Mr. PELLETIER. I am simply carrying out here the recommendations made by my predecessor, and which I think I am in duty bound to do. In some of these cases the Civil Service Commissioners differed one with the other, and the official was left to suffer, so that we are remedying that.

Mr. MACLEAN (Halifax). I did not have the Post Office Department specially in mind, but I would suggest that it is a very doubtful procedure to follow very frequently at least.

Mr. PELLETIER. We do not intend to.

Mr. MACLEAN (Halifax). Promotions made in this way cause a great deal of dissatisfaction amongst the other civil servants.

Mr. BEATTIE. I brought to the attention of the Postmaster General the very special case of a civil servant in the post office in London. The postmaster in London called to my attention the case of an official who has been in the service for thirty-nine years at eight hundred dollars a year, and who was one of the most faithful clerks in the office. He requested me to ask an increase for this post office official who had served thirty-nine years, and that is a case which the Postmaster General would be perfectly justified in considering favourably.

Mail service—Further amount required, \$425,000.

Mr. SINCLAIR. I would ask the Postmaster General, when next we are considering the estimates, as I do not suppose he will have the information at hand tonight, to bring down the papers in reference to the mail contract from the station of Linwood on the Intercolonial railway to the post office at Grosvenor. I drew the matter to the attention of the minister and asked him to make a change in the route, and perhaps the best way to remind him of the fact is to read this letter which I wrote him:

# February 6, 1912.

#### Hon. L. P. Pelletier, Postmaster General, Ottawa.

My dear Sir,-Referring to the mail service between the Intercolonial railway and Grosvenor post office, N.S., I wish to point out that the cheapest and most suit-able route is from Grosvenor's siding. The former route around by Linwood station is between the about twice the distance and is very incon-venient, inasmuch as the mail carrier has to travel a considerable distance on the railway track, whereas by starting from the Gros-venor's siding, the service could be done for about half the cost, and would be safer for the carrier, and better in every way. If I remember rightly, the whole contract was about \$126 around by Linwood for three trips per week. I am informed that a daily service can be done for the same amount by

service can be done for the same amount by

adopting my suggestion. Trusting that this may receive your kind attention,

#### I remain,

#### Yours truly.

The minister was kind enough to reply to that letter on the 7th of February, saying:

Ottawa, February 7, 1912. Dear Sir,—I beg to acknowledge receipt of your letter of the 6th instant in regard to the mail service between the Intercolonial pailway and Construction and the service of the service between the service between the service of the ser railway and Grosvenor post office, and your suggestion that this office be served from Grosvenor siding.

In reply, I have to say that this matter will be immediately inquired into. Sincerely yours, (Sgd.) LOUIS P. PELLETIER.

J. H. Sinclair, Esq., M.P. House of Commons,

Ottawa, Ont.

I have heard that an offer was received from the present postmaster, Mr. Alexander Tait, who is warden of the municipal district and postmaster, to carry that service from Grosvenor siding to his post office for \$65 a year. I have also heard that the Postmaster General did not accept that offer, but that he let a contract on the old route, from Linwood station, involving the travelling of a mile and a half on the railway track which is dangerous to the carrier and unsatisfactory in every way, for the sum of one hundred dollars.

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I have not had an opportunity of seeing the papers, and do not know whether these reports are correct or not; but I assume that the Postmaster General desires to get the service done at the cheapest rate possible, and I can assure him that the best and shortest route is the one from Grosvenor Siding. It would involve, of course, putting up one of the catch posts at the roadside, so that the bag would be de-livered from the train. I feel certain that a daily service could be given to that post office for the same money that you would have to pay for a tri-weekly service from the other direction, and there is no advantage in going in the other direction that I know of.

Mr. PELLETIER. I have not the facts in my memory, and I doubt very much that the matter came before me. It must have been dealt with in a departmental way. At all events, in a day or two, when we return to my estimates, I shall be in a position to give the hon. gentleman the information he wants.

Mr. CARVELL. The hon. Postmaster General will remember that quite early in the session I brought to his attention the fact of a very arbitrary dismissal of a postmistress, Miss Bowen, at Bath, in my constituency. The lady had no intima-tion whatever until she received a letter from the inspector calling upon her, within two days, to hand over everything in her possession. The minister assured me that if he were satisfied that the lady had not been guilty of political partisanship, he would reinstate her. I received from her a statutory declaration in which she stated that she had never in her life taken an active part in politics, had never tried to induce anybody to vote or not to vote. I forwarded that to the minister, and he sent a very courteous reply stating that he would give the matter consideration. Will the hon. gentleman be able to tell me, to-morrow or when his estimates come up again, whether he has given the matter any consideration, and, if so, what conclusion he has arrived at?

Mr. PELLETIER. I will do so with pleasure. I might try to do that to-night, but I would rather look at the papers again and satisfy myself that I am perfectly right.

M. J. A. C. ETHIER (Two Mountains) (Translation). Mr. Speaker, I have a re-quest to make to the hon. the Postmaster General and I hope that he will receive it favourably.

The hon. minister must remember the terrible calamity which occurred on the 16th of December last on the Lake of Two Mountains, when Mr. Hormisdas Laberge met his death in trying to cross over from Como to Oka. Four or five others also perished in the same circumstance.

Mr. Laberge had the contract for carrying the mail between those two places, and for a salary which I might call almost ridiculous. I belive that all he got was 30 cents a trip, and every one will readily admit that such a sum was very little.

As everybody knows, the passage of the river at that time of the year is always dangerous. On that night, a furious gale was raging, with a high wind and thick gusts of snow, but though many persons tried to deter him Mr. Laberge did not hesitate to risk himself on the tempesttossed waters and expose himself to the greatest dangers in order to do his duty. He left as usual to do his service, and it was then that he met his death.

He has left a widow and five young children. He was a poor man. He had also charge of the post office, and I take advantage of this opportunity to thank the hon. minister for naving seen fit to ask Mrs. Laberge to fill the position of her husband.

That mail contract was for the deceased a source of considerable revenue, not between Como and Oka, but between Oka and La Trappe. He was thus enabled to carry passengers who would pay him for his services, and that was a compensation for the low salary he was receiving from the department.

I naturally cannot blame the hon. minister for not having continued that mail contract to the children of the deceased, because they are rather too young for such a service. All the citizens of the place, and I am happy to be here the echo of their sentiments, are grateful to the hon. minister for having maintained the post office in the Laberge family.

I believe that in the past the government had granted indemnities to the widows of public servants who have died in the execution of their official duties. Now, if ever there was a case worthy of consideration and that I may well recommend to the hon. minister and to the government it is certainly this Laberge case. I believe there would not be a single discordant note if' the hon. minister and the government were willing to allow an indemnity to Mr. Laberge's widow, I do not mean a sum sufficient to indemnify her for such a loss, but at least sufficient to enable her to bring up her children and to live during a few. months without being in the dire straits which now confront her.

which now confront her. I appeal to the generosity of the honminister and I ask him, in the name of Mrs. Laberge and of her orphan children, to be so kind as to grant her a reasonable indemnity which will bear witness to the gratitude of the whole country towards a good citizen and a good public servant who has faced death in order to do his duty to

Mr. ETHIER.

the end. I trust that the government will see fit to accede to my request.

M. LEMIEUX: I believe that the hon. the Postmaster General will find precedents, if not quite similar to this case, at least coming very near to it.

I can remember that certain young men in the West and in Gaspesia, one of whom was drowned and the other one was wounded in trying to save His Majesty's mails, were deemed worthy of receiving for their families a certain amount as an indemnity.

families a certain amount as an indemnity. Although the department has not made any fixed rule to pay indemnities in every case where an employee dies in the execution of his service, the hon. minister will see that the mail clerks, for instance, doing service on railway trains, have always been indemnified in cases of accidents occurring while on duty, or that the families have been indemnified in case of death, specially when the deceased were not insured. In such cases the department has always decided that an indemnity was due to the family.

Mr. PELLETIER. In the first place, I must say that I am perfectly satisfied with the remarks of the hon. members for Two Mountains and Rouville on that question. I have considered that it was but fair, in the painful circumstances where Mrs. Laberge had been thrown, to leave her the charge of the post office. As my hon. friend may well suppose, that was not without some difficulties. However, and let every one be praised for it, I have been approved for showing the necessary resistance in this case and for not having considered that question as belonging to the realm of political patronage. I have considered that it was my duty to do something towards compensating in some way Mrs. Laberge for the death of her husband, who had met his death in the public service. For such reasons, that nomination has been approved by all.

I have been obliged, as the hon. member for Two Mountains has fairly admitted himself, to give the contract of the carrying of the mails to another one, because the Laberge children are rather too young yet for such a service and because it could not be proper to entrust them with the mails.

As to the indemnity which is asked by the hon. member for Two Mountains in favour of Mrs. Laberge, I may say that I have not far to go in order to find precedents. He will see in the supplementary estimates for 1912-13 that a certain sum has been asked for Mrs. Austin whose case is about the same. However, the hon. member will readily admit that it could not belong to me to offer that indemnity and I may add that this demand has been made to me to-day for the first time. It is now too late this year, as the supplementary

estimates are now before the House, but if the present demand is renewed I promise to give it all the consideration it deserves.

Mr. PACAUD. I would like to draw the attention of the Postmaster General to the dismissal of Mr. Odilon Doucet from the position of postmaster at Notre Dame de Lourdes, county of Megantic. I placed some questions on the Order Paper at the beginning of the year, and the Postmaster General answered those questions on the 26th of January. There are two points I would like to call his attention to especially. I asked the Postmaster General:

For what reasons and on whose recommendation was he dismissed.

The Postmaster General answered me that it was for active political partisanship. Then I inquired:

Was there any investigation held?

The Postmaster General replied:

No investigation was held. The postmaster was asked by the department what he had to say to the charge of political partisanship, but he replied evasively and in such a way as to show that the charge was well founded.

I was taken a little bit by surprise by this, so I wrote to Mr. Doucet and asked him for a copy of the letter which he had written to the department. I will read that letter if I may be permitted-

Mr. PELLETIER. Will the hon. gentleman permit me to make this suggestion to him. I will take a note of what he says, and will have the file here to-morrow so that we can make comparisons in regard to the matter.

Mr. PACAUD. Very well, I will agree to the Postmaster General's suggestion.

Mr. BUREAU. Since the minister has promised to have the files here, I would also like to bring a matter to his attention. On the 15th of January I put a number of questions to him concerning the postmaster of St. Tite. These are the questions:

1. Has the postmaster of the town of St. Tite in the county of Champlain, been dismissed since the 21st of September, 1911? 2. If so, was there any compliaint held against him?

3. What was the nature of the complaint and by whom was it made? 4. Was there any investigation held in this

case?

5. Who recommended the dismissal and on what ground was it made?

6. Who has been appointed in his place, by whom was he recommended, and what was the occupation of the present incumbent be-fore his appointment?

The Postmaster General answered questions 1, 2, 3, 4, 5 and 6 in the following manner:

The postmaster of the town of St. Tite is now Dr. Emile Lacoursière. This postmaster was removed in 1898 to make room for a political partisan of the late government. Since his appointment, he has continued to be a political partisan. The former post-master has been re-instated. No investiga-tion was necessary, because the facts cannot be disputed.

The recommendation for the re-instatement was made by the present member of parlia-ment for the county of Champlain.

Now I would like to call the hon. minister's attention to the fact that before the 21st of September, this office was in charge of Miss Lacoursiére, and I understand she has not in any way been mixed up in political matters.

Mr. LEMIEUX. Is the lady a Suffragette?

Mr. BUREAU. I do not think she is. Shortly before the 21st of September an investigation into the St. Tite office was made by the inspector and in his report that officer says the post office was conducted in a very satisfactory manner and that everything was in the best shape. I have also some letters bearing on the subject and if the Postmaster General will bring down this particular file to-morrow, I would be much obliged.

Mr. PELLETIER. I will.

Mr. MACLEAN (Halifax). I desire to ask a question which can be answered later in the House. Perhaps I can best explain the matter by reading a portion cf a letter which I received from a constituent in Halifax county. The extract is as follows .

About ten years ago Mr. C. A. Barrett tendered for the conveyance of the mail from Beaver Bank station to the post office-

That is at Bodford, near Halifax-

And being the lowest tenderer got the con-I think, twice and has two years to run yet. Last week he received notice from the Post Office Department, Halifax, that his contract would terminate on May 31st next.

I would like to know from the Postmaster General, at the earliest opportunity, if the statement made in this letter is correct, and if so, for what reason it is proposed to terminate this contract.

Mr. E. B. DEVLIN (Wright) (Translation). Mr. Speaker, I would like to take just a few moments of the committee's time to bring to their knowledge the case of the postmaster at St. Peter of Wakefield, who, I believe, has been dismissed without

The the Postmaster General knowing it. postmaster at St. Peter of Wakefield was Mr. Joseph Vital Déziel. He had filled the position for a few years. Owing to his courage and to his devotedness he is much respected by his people. He is doing important business in his locality. There never has been a complaint made against Mr. Déziel as postmaster; he has always been faithful in discharging the duties of his position. He was surprised, on the 5th of January last, to receive the following letter from the Post Office Department:

# Ottawa, January 5, 1912.

-It has been reported to this depart-Sir,ment that you had taken a more active part in the federal or provincial elections than to merely give your vote, since you hold the posi-tion of postmaster, and therefore, the Post-master General wishes to know what your answer is to this complaint.

I am, Sir, Your obedient servant, W. SMITH, Secretary.

Mr. V. Déziel, Postmaster, St. Peter of Wakefield, Quebec.

Mr. Déziel felt very uneasy for not knowing as to whether reference was made to the last federal election or to some federal or provincial election which had taken place even previous to his being appointed postmaster of that parish. In order to get some information, Mr. Déziel wrote the minister the following letter, a copy of which I had the honour to receive from him:

Sir,—You accuse me of taking a more active part in the federal or provincial elections since the date of my appointment as post-master than before. I must tell you right away that this is a falsehood. My convictions have always been the same. Why did I get no reproach previous to this day? Has the new government made it a plank of its platform to check the liberty of a free British subject, or to raise prejudice against him for any reason whatever? At all events, I must tell you that he who reported me, if anyone did so, is a forger to the fullest meaning of the word, because what I am now I have always been, and never did I have the intention of making anybody lose his position as post-master. When I was appointed postmaster I was told that the post office was not kept in the proper place, 'that it would be nearer to the center of the town if it were located here,' which was true. That is all. If I were accused of not fulfilling my duty I would have to give the best answer nossible.

I would have to give the best answer possible; but I am accused of meddling more than usual with elections. I say again that this is a falsehood, and I must make it known to the Postmaster General that I shall never give up my independence to retain the posi-tion of postmaster especially at St. Peter of Wakefield. I have always done my duty, and if there is fault in this, I shall never give up my independence and shall never accept to

Mr. DEVLIN.

be a slave. This is my answer to the accusa-tion of being a Liberal. Respectfully yours, J. V. DEZIEL.

Mr. PELLETIER (Translation). There is an error at the end of that copy. His letter should thus end: 'To the accusation of which I have been the object.

Mr. DEVLIN (Translation). Then, the copy I have is not a true copy. I hope that the honourable minister will kindly read the original.

Mr. Déziel held the position of postmaster rather to accommodate the people than for the benefit he derived from it, for he is well off. He thought he could so act and not be checked in the least when called, upon to vote. Really I do not know as to whether Mr. Déziel was a follower of Macdonald, of Cartier, of Chapleau, of Bald-win, Lafontaine or Laurier, but he has learned, at his own expense, that in order to be a postmaster one should do the bidding of those who are now in power. I do not think that this is the principle professed by the honourable minister; but I quote this case for him, and knowing his kind heartedness I would ask him to see if there is not a means of reinstating Mr. Déziel.

I shall conclude by telling the minister that Mr. Déziel received, on the 14th of February last, another letter, which reads as follows:

Ottawa, February 14, 1912.

Sir,-I must inform you that M. Sam. Barbeau has been appointed as your successor to the position of postmaster at St. Peter of Wakefield and that it is proposed to transfer the post office over to him as soon as the preliminary dispositions pertaining to political partisanship have been decided upon. I am, sir, Your obedient servant.

A. BOLDUC. Post office inspector.

M. V. Déziel, Postmaster

St. Peter of Wakefield,

Quebec.

Before I resume my seat, I wish to suggest to the hon. the Postmaster General to take a leaf out of the book of the hon. minister of Public Works. He, at least, orders investigations and I hope that before next session he will take back all those who have been through that ordeal and have not been found guilty of active political partisanship at the last elections. Before dismissing a postmaster and upsetting the postal service in a parish it would be wise, I think, to hold an investigation in order to get acquainted with the facts, in order to know whether the postmaster can fulfil his duties.

I do not wish to draw politics in this debate nor to show any ill will, but I know that Mr. Déziel is a very reliable man who has always done his duty to the satisfaction of everybody.

Mr. PELLETIER (Translation). There is a point which the hon. gentleman forgot to mention: that point is that we should know whether it is true that Mr. Déziel is a man who takes an active part in elections. The hon. member, I think, can inform me as to that.

Mr. DEVLIN (Translation). I may say that whenever I went to St. Peter of Wakefield I have been entertained by Mr. Déziel with the politeness which characterizes his family, but I do not think that he took an active part in elections.

Mr. PELLETIER (Translation). I understand that Mr. Déziel is my hon. friend's henchman at Wakefield.

When he asked whether he took an active part in elections, he will not say yes or no, but he only says: I have not been more a partisan after than before the date of my appointment.

Now, I have here another letter a copy of which he did not send to my hon. friend from Wright. He tells me that for three weeks he has expected to be relieved of the care of the post office and he begs the favour of being dismissed as soon as possible.

Mr. DEVLIN (Translation). Then everybody is satisfied.

Mr. BELAND. I understand that the hon. Postmaster General has not the papers with him to-night relating to dismissals and cancellations of contract, and that he desires that the discussion upon these dismissals and cancellations of contract be postponed until to-morrow. That is the request he has made of my hon. friend from Megantic (Mr. Pacaud). Will he kindly make a note about an investigation which was held, I understand, at Tas-chereau post office, in the county of Beauce, where the postmaster either gave in his resignation or was dismissed, I do not know which. Also, will he note the report of the investigation held in St. Victor, where the postmaster, Mr. Lacoursière was dismissed. Also will he see if there are any papers in connection with the change of the post office at St. Sebastien, in the county of Beauce, the postmaster of which is Mr. Lacombe. I would also ask if the minister would be kind enough to get the papers, if he has any, in connection with the dismissal of the postmaster at St. Didace, in Maskinongé, Mr. Jacques. As to the papers in the case of M. M. Henri and Morin, in Scott, I have them here and if it is the desire of the minister we might take that up to-night. But I understand the Postmaster General desires that these supplementaries should be voted now, and

on the main estimates we could discuss these dismissals and cancellations of contract.

Mr. PELLETIER. My deputy is here taking notes for the cases mentioned. As to Taschereau post office, I think the hon. gentleman will relieve me of the obligation to bring down the papers as I can deal with the case from memory. The postmaster resigned. He had been accused, and denied the accusation. In such cases I order an investigation. The person to make the investigation was appointed, but when he arrived at Taschereau, the postmaster, Mr. Thibaudeau, told him: It is no use; I am not going to stand any investigation; I will resign.

Mr. BELAND. I understand the investigation was not held.

Mr. PELLETIER. No.

Mr. R. LEMIEUX (Rouville). (Translation.) Mr. Chairman, at the opening of the session, my opponent in Rouville applied for the removal of the postmaster at St. Paul of Abbotsford, Mr. Philibert St. Pierre. My information is that Mr. St. Pierre did not take any active part in the last election in that county. Exception was taken solely to the manner in which he had discharged his duties as secretarytreasurer of the municipality. It appears that in the making up of the lists, some names had been left out. Mr. St. Pierre, as an officer of the municipality, had, it appears, put the names back on the list.

The hon. the Postmaster General caused an inquiry to be made, and the report of Mr. Bergeron, commissioner, is not un-favourable to Mr. St. Pierre, but the finding is that it would be desirable to have the post office inspector report on the way the post office is being kept. Mr. Gaudet, the inspector, was sent out to inquire, and he makes some recommendations, but in a general way, he seems to think that the post office is pretty well kept.

I do not know what will be the decision of the hon. the Postmaster General on this point, but as regards the charge of partisanship, I do not think there are any grounds for dealing harshly with Mr. St. Pierre. Among those who have been called upon to express an opinion on the charge of political partianship, there is the parish priest who, on October 22nd last, wrote the following letter. Coming, as it does from a thoroughly independent man as the parish priest, that letter has a certain piquancy:

St. Paul d'Abbotsford, County of Rouville, October 22, 1911.

To the Hon. L. P. Pelletier, Postmaster General, Ottawa,

Honourable Sir,-I understand an effort is

being made to bring about the removal of the

vellage postmaster, Mr. Philbert St. Pierre. Though, likely, I am in receipt of the bulk-iest mail, I have never had any occasion for complaint in connection with this post office. Mr. St. Pierre is a Liberal, but he did not meddle with politics during the last elections. To my mind it would be had policy to remove To my mind, it would be had policy to remove him under the circumstances, seeing that those who are the most anxious to bring about that change are Liberals whose inter-ests are at stake. If I may be allowed to offer any suggestions, it would be wise to deoner any suggestions, it would be wise to de-fer taking any action in the matter. I have conferred with several Conservative friends who consider it unadvisable, as it would af-ford Liberals an opportunity to launch out a new grievance and to recruit partisans. It is a case of 'in caudâ venenum.' As you know Concernative of St. Part and

As you know, Conservatives at St. Paul are in such small numbers that we should endeavour to retain whatever there is of them, be-sides, it is out of Liberals of Mr. St. Pierre's stamp that Nationalists are made, and later on, devout Conservatives.

I remain, honourable sir, Yours truly, (Sgd.) L. DUTILLY, P.P.

I trust that the spirit of fairness of the hon. minister will allow him to be guided by the advice of the good curé of St. Paul, who is grieved at finding so few Conservatives in his parish, and suggest that Nationalists should be kindly dealt with and thereby turned into full-fledged Conbervatives.

1 At the time I was not acquainted with Mr. St. Pierre-I had merely passed through the parish on the Sunday preceding polling day-but I have met him since. When the inquiry was started, he came to see me and even requested me to bear witness to his not having taken any part in the election on my behalf. I publicly bear wit-mess that he did not take any part in that election. Besides, that is the outcome of the inquiry carried on by the commis-sioner, Mr. Bergeron, and by the post office inspector, as well as of the letter written by the parish priest.

That letter which I have just read is good evidence of the frame of mind of a part of the clergy of the province of Quebec during the last elections. I have often heard it stated that the parish priests did not meddle with politics, that they considered party differences from high. Well. we have here an example of the feelings of a certain section of the clergy of the province of Quebec during the last elections. Hands off St. Pierre, he will soon be a Nationalist, and before long, you will turn him into a Conservative.

Mr. E. LAPOINTE (Translation). T would ask the hon. the Postmaster General to note that two letters are missing in a report which was laid upon the table in connection with the dismissal of Auguste

Mr. LEMIEUX.

Hébert, the postmaster at St. Pascal of Kamouraska.

I see by a letter dated November 22nd, 1911, written by Mr. W. A. Potvin, Conservative candidate at the last elections, and addressed to the hon. the Postmaster General, that a letter from the hon. Philippe Landry is mentioned. Mr. Potvin's letter reads as follows:

Fraserville, P.Q., November 29, 1911. Hon. L. P. Pelletier, P.M.G., Ottawa.

Dear Sir,-I have received your letter of the Isth instant encosing a copy of the letter from the hon. P. Landry, in reference to the postmaster of St. Pascal. I had already asked myself the change sug-gested in that letter, and I must say that I corroborate all the facts mentioned in the

letter.

# Your most obedient servant, (Signed) W. E. POTVIN.

This letter of the 25th of November, addressed by the Postmaster General to Mr. Potvin, and the letter of Mr. Landry, are not in the report.

I shall wait till these two letters be put on the table of the House before saying what I intended to say. I will tell then my opinion about the hon. president of the Senate, who meddles with political dismissals, when like the Speaker of this House he should be above political parties. It will be no doubt very interesting to read what Mr. Landry has written to the hon. minister.

But this is not the only case in which I have to complain of the intervention of the hon. Mr. Landry. He has done the same thing in the Department of Agriculture when he tried to have dismissed the superintendent of the experimental station of Sainte-Anne de la Pocatière. I want the letter of Mr. Landry.

Mr. PELLETIER. If the letter is not in the report, it is perhaps because it was marked ' confidential.'

Mr. LAPOINTE. If it was confidential I find it strange that it has been transmitted to Mr. Potvin who says he received it.

I will ask the minister all the papers about the dismissal of the postmaster at St. Germain de Kamouraska, which have not yet been brought.

Mr. PELLETIER. I deposited them this morning on the table of the House.

Mr. LAPOINTE. I asked about them, but I was told that they were not there. went after to the assistant clerk of the House who sent me to the officer who is supposed to keep these documents, but he informed me that he had not yet received them. These documnts are perhaps into the hands of some other employee. As I could not see them yet, I will withhold

my remarks till we come to the supplementary estimates of the Post Office Department.

Pending this, I desire to read to the minister a letter which I have received from a farmer of St. Germain de Kamouraska who is not a political partisan and who complains very much about the way the post office is kept. Here is the letter:

Saint-Germain, March 8, 1912. Mr. Ernest Lapointe, Esq.,

Rivière-du-Loup.

Sir,-I take the liberty of informing you that I am far from satisfied with the post office of Saint-Germain, since it is located at office of Saint-Germain, since it is located at Mr. J. A. Moreau. Five of my letters have been opened; the first and the second time I found the thing strange, but I let it passed; the third time it was a letter coming from the Department of Agriculture of Quebec, in which there was a check of \$1.50, but I did not complain. A few days later I received another letter also onened coming from the not compliant. A new days fater i becket another letter, also opened, coming from the Department of Agriculture, Quebec, in which was a check for \$8, and the enclosed account. I informed then the authorities and I am in correspondence with the post office inspector since February 11 about that matter. I did since February 11 about that matter. I did not know where my letters had been opened. On February 28 I received a registered letter from the post office inspector himself, and the son of Mr. Moreau had broken the seal. He said it was by a mistake; but there is enough difference between the two names that it is easy to distinguish them I enclosed you it is easy to distinguish them. I enclosed you his affidavit which you will be kind enough to return me with the account of the department. I hope, Mr. Lapointe, you will pardon me for these few remarks about the post office of Saint-Germain, but I am sure you will defend me. Your obedient servant,

LAURENT TARDIF.

Mr. BELAND. What are the names?

Mr. LAPOINTE. The name of the postmaster is J. A. Moreau and the name of my correspondent is Laurent Tardif. It is difficult enough to mix the two names.

I will ask the Postmaster General to make inquiry.

Mr. PELLETIER. The inspector will communicate me these informations.

Mr. LAPOINTE. Yes. Now, Mr. Moreau claims that he was mistaken as to that letter and that he opened it by error. Strange to say, it was the fifth instance where letters had been opened, and this letter was from the inspector and dealt with the very complaints which had been made on this subject. This is a strange concurrence, and I would ask the honourable minister to get some information about this matter.

Mr. PELLETIFT I shall get this information through the inspector.

Mr. E. FORTIER (Lotbiniere). Mr. Chairman, on January last I asked of the hon. Postmaster General if any postmaster had been dismissed in the county of Lotbinière, for what reasons, and if he would grant an investigation. The answer was that, in fact, some postmasters had been dismissed for having taken part in the last election, and that, at his personal knowledge.

I would like to know to-night if really the hon. Postmaster General came in the county of Lotbinière during the last federal elections. If the hon. minister tells me that he came in the county and had a personal knowledge of the facts, I will be satisfied. But I have some doubt about the answer which the hon. minister gave to my question.

Mr. PELLETIER. Does the hon. member, have the answer before him? If he has I will ask him to read it. But I think that his memory does not serve him well as to the meaning of my answer, because, as a matter of fact, I did not go in the county of Lotbinière during the last elections. Does the hon. member have the answer before him?

Mr. FORTIER. I have not the answer before me, but I am sure the hon. minister stated that it was to his personal knowledge.

Mr. PELLETIER. Yes, I had a personal knowledge in 1908, and it was very great.

Mr. CARROLL. Mr. Speaker, I would give notice to the minister that I shall make an inquiry with respect to the change in the mail service at New Waterford and East Waterford in the riding of East Cape Breton.

Mr. PELLETIER. I have made a note of it.

Mr. SINCLAIR. This would be a suitable time for the minister to announce his policy with regard to the dismissal of postmasters. It is a matter of great interest in my constituency where complaints have been made of almost every postmaster. The minister has been active and the guillotine has been coming down on many of them. It would be interesting to know if the minister intends to give a trial, not a sham trial, but a fair trial to all officers accused of partisanship. If he would anset at rest the minds of many people who fear that there may not be fair-play in these investigations.

Mr. LEMIEUX. Before the Postmaster General replies I would like him to take note for to-morrow, of the Orangeville, the Ste. Agathe and the Sayabec post-offices. Is it the intention of the minister to change the postmistress appointed at Ste. Agathe some years ago?

Mr. LEMIEUX. Mr. Chairman, before the hon. minister answers this question, I desire to call his attention to the post offices of St. Agathe des Monts, Orangeville, in Ontario, and Sayabec, in the county of Rimouski. This last case is very interesting, inasmuch as it shows the spirit of the member of Rimouski, who during the last elections accused me of nepotism. I hold in my hand a petition which has been ad-dressed to me by a large number of the citizens of the parish of Ste. Marie de Sayabec, and I am pleased to read it to the House:

Honourable Postmaster,

Ottawa. Honourable Sir,—We the undersigned citizens of the parish of Ste. Marie de Sayabec declare that the post office of Sayabeo Station, kept by Mr. Theophile Bouchard since many years, has always given satisfac-tion to the whole population of Sayabeo and the general multiplice of the sayabeo and the general public, and do ask to your honour the general public, and do as to your hondu-to keep the post office of Sayabeo Station in charge of Mr. T. Bouchard and at the same place where it is presently situated for the convenience of the general public, and your petitioners will ever pray.

Notwithstanding this petition I see that the member for Rimouski had his own daughter appointed as a post mistress in that parish.

Mr. BOULAY. Can the hon. member tell me who was the postmaster at that place in 1896?

Mr. LEMIEUX. I do not know who was the postmaster in 1896 but I know that the hon. member had Mr. Théophile Bouchard dismissed, and his daughter appointed against the wish of the parish. It seems to me that it is an injustice upon which I must call the attention of the House and against which I do protest. This injustice has been made at the request of the member for Rimouski who declared everywhere that nepotism must be fought. During the last general elections he was reading a false list and accused me of having appointed my family in offices of the government. I declare that I never appointed a single, member of my family. My father, the only public servant in my family, was appointed under the Lafontaine-Baldwin administration over fifty years ago, and he will retire on the first of April next, after half a century of service. What can we think of the member of Rimouski, who, without knowing the member for Gaspé, went from meeting to meeting, repeating that calumny?

There is a French saying: "Il y a plus d'un chien qui s'appelle Pataud." There is more than one dog of the same name. Taking the list of the public servants, some one has picked up all those by the name of Lemieux, putting the salary opposite the name. Most of these men are conservatives I on some of his friends.

Mr. LEMIEUX.

of Lévis, Quebec, Montmagny and elsewhere, some of whom have been appointed by the hon. Mr. Blanchet, ex-speaker of the House of Commons, and they would boldly say: Here are all Mr. Lemieux's relatives whom he has appointed to various positions. Among those who indulged in such language in the Province of Quebec was the member for Rimouski, who stated wherever he went: See the Postmaster General, he is giving positions to every member of his family. Well, in the space of five months, the member for Rimouski has succeeded in having the postmaster of Sayabec dismissed and his own 'daughter appointed to replace that officer; he has succeeded in securing an appointment for his son on the Intercolonial and in having a contract for sleepers awarded to his wife.

Mr. RAINVILLE (Chambly and Ver-chères) (Translation). My hon. friend from Rimouski having left in quest of certain documents by means of which he hopes to convince the hon. gentleman from Rouville, I may be allowed in the meantime to suggest to that hon. gentleman the advisability of showing more self control, and of giving up the notion that those who have referred to his family in the Province of Quebec will not have the courage to repeat their statements on the floor of the House. As for me I never carried on the fight along those lines, but had the occasion warranted it, I would have known what grounds to take under the circumstances.

One sure thing, in regard to dismissals of postmasters, nobody has much reason to complain because a certain number of these officers have been removed. Everybody knows it is a matter of public notoriety that postmasters, conservative as well as liberal, have for many years past, been the foremost workers of both political parties. When the Liberals came into power in 1896, they showed no leniency towards those who had taken an active part in politics against them under the Conservative rule. To my mind our friends on the other side would have bad grace to complain be-cause a few postmasters have been dismissed.

I may state to the hon. member for Rouville that immediately after the elections either in the name of friendship, or because I was a former Liberal—I have still a good many friends among the Liberals-several Liberal postmasters came to me asking that I protect them. I was satisfied beforehand that should an enquiry be made, it would be shown that these men were liable be discharged, as they had meddled to However, I do not think with politics. that this government is any worse in that respect than the previous Liberal administration. I think the hon. member cannot be unaware of certain favours I conferred

Mr. H. BOULAY (Translation). Mr. Chairman, the hon. member for Rouville has thought fit to reflect on the hon. member for Rimouski in connection with the removal of the postmaster at Sayabec.

If the hon. member will recall what occurred in 1896, when the Liberals came into power—a moment ago he refused to give an answer to the question I put in this conncetion—I may state for his information that the postmaster of Sayabec at the time was Mr. Boulay.

Mr. LEMIEUX: Mr. Herménégilde Boulay?

Mr. BOULAY (Translation). Exactly, the very one on whom you reflected for having had his daughter appointed to re-place Mr. Bouchard who had previously been in charge. Accordingly, the primary duty of the Conservative administration, on reaching power, on September 21st last, was to set right the injury inflicted by the Liberals. Mr. Bouchard, a former Conservative who had gone back on his party, in order to secure the postmastership, was dismissed; and the Conservative party, being unable to reinstate the former occupant, since I had been elected to represent the county, the hon. Postmaster General could not very well, of course, dispense with appointing the person I suggested. The post office accommodation was such as would have been deemed unsuitable had it not been under Liberal rule.

Mr. LEMIEUX (Translation). Is not the post office now kept in the hon. member's house?

Mr. BOULAY (Translation). No, it is kept by Miss Boulay, in a store. Now, in regard to certain aspersions which I am taken to task for having cast on his family, by reading a list, fictitious it is contended, of his relatives, I do not think I ever stated that they had all been appointed by him; there are too many.

Mr. LEMIEUX (Translation). Do they belong to my family?

Mr. BOULAY (Translation). Here are the names of those who were drawing government salaries:

J. M. Ant., Post Office	\$ 825
Damase, Customs.	1,500
Emile Edmond, Militia	2,350
E. G., Agriculture	1,400
E. O., Customs	600
F. X., Post Office	1,600
Guillaume, Interior	1,500
Hormidas A., Customs	2,500
E. M. Jacques, Customs	800
Jos. Hector Arthur, Post Office	500
Roméo Evariste, Militia	700
Camille, brother-in-law	7,000
Louis Jetté, the father, gentleman	8,000
Victor, Post Office	600

Rodolphe, L. Jos., she	Minist	er								\$ 9,500	
L. Jos., she	eriff	•••	• •	•••	•••	•••	•••	•••	•••	4,000	

Total.. .. .. .. .. .. .. .. \$43,375

That makes a total of \$43,375 of government salaries which these gentlemen are drawing. I never stated that the hon. member for Rouville was responsible for all these appointments, there are too many of them.

Mr. LEMIEUX. (Translation.) Now that the hon. member has had the courage to read on the floor of the House what he and his friends have read and reread on the hustings, all over the province of Quebec, during the last elections, I must say that in all that list there is the name of one person belonging to my family, I mean my father, H. A. Lemieux. All the others are strangers to my family.

Mr. BOULAY. (Translation.) Is not the sheriff of Montreal a relative of yours?

Mr. LEMIEUX. (Translation.) The sheriff of Montreal was appointed by the Quebec government.

I state on my honour and on my oath as a member of this House—it is the first time I have had an opportunity of making a public statement in that connection —that this is a slanderous statement concocted in the province of Quebec with a view to injuring my good name, and those who are responsible for it have uttered a deliberate falsehood. None of those names designate any relatives of mine, save that of H. A. Lemieux, my father, who was appointed under the Lafontaine-Baldwin administration.

By giving out these names throughout the province of Quebec these honest people were bringing grist to their own mill. Up to this day the same means are resorted to, and the member for Rimouski is very careful in spite of his denials, to read that list in the House so that it may appear in Hansard. Thus will he be enabled to state to his constituents in Rimouski: It must be true, since it appears in Hansard. I tell him right here that whenever he makes such a statement, he will be stating what is not true.

. The hon. member has without foundation accused me of indulging in nepotism. The case I have just referred to is altogether different. Nepotism in that case is not imaginary, it is the real thing. The member for Rimouski has been holding his seat for five months and in that short interval he has succeeded in wresting from the minister the removal of the postmaster in his parish; he has caused that office to be placed in his own house at Sayabec, and he has had his daughter appointed to fill the vacancy. He has secured a position for his son on the Intercolonial and for

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his wife a contract for the supply of railway ties. And that is the man who insulted me so outrageously in the course of the last election.

Mr BOULAY. (Translation.) I notice that the hon, member will not own his own relatives. Is not Mr. Jetté his father-inlaw? And is not the sheriff of Montreal his brother?

Mr. BUREAU. (Translation.) I appeal to the ruling of the chair. The hon. member for Rimouski states that the hon. member for Rouville disowned his relatives, the sheriff of Montreal and Sir Louis Jetté. 'He did nothing of the kind.

Mr. BLONDIN. (Translation.) I cannot see any point of order just now. However, I shall take this opportunity to say to the hon. member that I think that discussion has lasted long enough and that hon. gentleman should confine themselves to the item under consideration.

Mr. BOULAY. (Translation.) In answer to the hon. member for Rouville, Iwish to state that I did not secure any employment for my son. That is false; he is not in the employ either of the Dominion or of the provincial government. As for my wife, I did not get any contract for her. None of my relatives will supply any sleepers to the government next year.

Mr. CARVELL. I want to warn the hon. member for North Simcoe (Mr. Currie) that he is not helping these estimates very much to-night. Before this item passes I would like the minister to give an answer to a very important question put to him by the hon. member for Guysborough (Mr. Sinclair). It is in the interest of every man in this House and the country generally that we should have an answer to that question.

Mr. PELLETIER. The question put by the hon. member for Guysborough, I think the hon. member for Carleton, N.B., (Mr. Carvell) will admit, was side-tracked by the hon. member for Rouville (Mr. Lemieux).

Mr. CARVELL. I am finding no fault.

Mr. PELLETIER. The discussion about the relatives of the hon. member for Rouville and the hon. member for Rimouski (Mr. Boulay) came up and it was so important that I forgot to answer the question of the hon. member for Guysborough.

Mr. CARVELL. Well, I was thinking about it.

Mr. PELLETIER. The question put by the hon. member for Guysborough was: What is the policy of the Postmaster General in respect to dismissals? I was under the impression that I had formulated that policy very clearly at the beginning of the

Mr. LEMIEUX:

session. At all events I have no objection to repeating, in a very few words, because it is getting late, what I have already said. The policy which I have followed in the department has been, in the first place, to reinstate postmasters who were unjustly dismissed in 1896, and in the second place, to abide absolutely by the resolution moved in this House by Mr. Lake in 1905 and which was assented to by every member of the House at that time. I have acted according to that resolution and I have kept within the four corners of it. In the case of postmasters who were accused, I have sent to them a statement setting forth the nature of the charge made in order to give them a chance to admit or deny the charge.

Mr. CARVELL. There are very many instances in my constituency where the Postmaster General has not done that. The postmasters have simply been fired without any knowledge of the nature of the charge against them. They have simply been told to hand over the belongings of the office to their successors.

Mr. PELLETIER. There may be a special case here and there, but I am acting on general lines and I think that hon, gentlemen on the other side of the House will admit that I have had a great many investigations held in order to ascertain whether the charges were true or not.

Mr. CARVELL. None in my constituency whatever.

Mr. PELLETIER. I remember one case in the constituency of my hon. friend where I reinstated a postmaster whose head he had got in 1896.

Mr. CARVELL. No.

Mr. PELLETIER. In this case I made no investigation because the records in the department showed me what the facts were.

Mr. CARVELL. My hon. friend is wrong.

Mr. PELLETIER. I would not like to trust to my memory too much, but if any special case is brought to my notice I will give my hon. friend the reasons of the dismissal.

Mr. CARVELL. - My hon. friend is wrong.

Mr. PELLETIER. Well, I may be.

Mr. CARVELL. There was only one man dismissed in 1896 and he has not been reinstated.

Mr. PELLETIER. If my hon, friend will bring a special case to my knowledge I will give him my reasons. When a charge is made by a member of this House upon his personal knowledge, both parties have accepted the principle on the different occasions when we have discussed this matter, that that is sufficient evidence. That is the policy I have followed. I have refused in a great many cases to dismiss postmasters. I have been urged to do it, but I have refused when I thought it was not fair.

Mr. BUREAU. I have no particular fault to find with the statement of the Postmaster General, but I hold in my hand three letters which were sent to various postmasters in the riding which I represent. I had supposed that the policy of the department was to dismiss postmasters who had taken an active part in politics. In the month of November this active part in politics, according to a letter sent to one of these postmasters, is in federal elections. On the 20th November the department wrote as follows:

I have received instructions to tell you that the department has been informed that you have taken an active part in federal elections since you have been appointed postmaster, and the minister desires to know what answer you have to make to this charge.

On the 20th November, as you see, the charge was that the postmaster had taken an active part in federal elections. On the 3rd January this letter is written:

The department has been informed that you have taken a more active part in provincial elections than to give your vote since you have been appointed.

On the 20th November it was federal elections, but on the 3rd January we find provincial elections coming in. So far, postmasters are allowed to give their vote, but on the 30th January this letter is written:

The department has been informed that you have taken a more active part in federal or provincial elections than to peaceably give your vote. The minister desires you to inform him what answer you have to make to this charge.

I would call the minister's attention to the words 'peaceably give your vote.' 1 should like to know what the minister means with charging a man with having dcne anything else than giving his vote peaceably, or if he is going to put a man out of office even though he has taken no part and expressed no views in provincial or federal elections. We see that as the minister is getting better seated in his chair the field is getting wider. He starts in with federal elections, and on the 30th January we find him saying: Here, Mr. Man, you have to be quiet when you are going to give your vote. Is it going to be the minister's policy, that if a man inter-

feres in municipal elections after the session is over, he will be in danger of losing his job, or will it be confined to federal politics?

Mr. PELLETIER. The first letter which my hon. friend read only referred to federal elections, because I had read hurriedly the Lake resolution. When I had read it more carefully I saw that the Lake resolution, which was adopted unanimously in this House, referred to both federal and provincial elections. I read through the debate, and I saw that the right hon. leader of the opposition, who was then Prime Minister (Sir Wilfrid Laurier), had some-what objected to the word 'provincial' being included in the resolution, but that finally he had accepted it as criginally prepared, including the words ' provincial elections.' As to the words ' peaceably polling your vote,' I did not sign that letter. It is a letter which was signed by the officers of the department, but my hon. friend knows what it means. If a postmaster goes te the polling booth, casts his vote and fights coming out of the booth, that is taking an active part in the elections.

Mr. SINCLAIR. The Postmaster General has not yet answered my question satisfactorily, because what I asked him was whether the accused person would have a trial in every case. It is not sufficient to write him a letter and say that he is ac-cused of partisanship, and expect him to define in writing what that partisanship is himself. The form of letter that my hon. friend is writing to the postmasters of the country is practically the same. He is not only accusing them of partisanship in the last election, but for all time, because he says 'since the date of your appointment. Some of these postmasters have held their positions for thirty or forty years, and my hon. friend apparently wants to go back to the date of appointment, which might extend over half a dozen different elections. He makes an accusation against a man in a general way, and then expects that man to know what he is accusing him of because he gives him no particulars what-ever. I have the papers here that were brought down by the minister himself, and there is a case to which I wish to draw the attention of the committee for a moment. It is the case of Mr. W. S. Harris, of Whitehead, N. S.

The commencement is a letter addressed by a man named George H. Munroe to G A. R. Rowlings. Mr. Munroe is the man who is after the job. He wants to be appointed postmaster at Whitehead, and he lays a complaint against the present postmaster, Mr. Harris. This is what he says:

going to give your vote. Is it going to be I beg to report that Mr. W. E. Harris, now the minister's policy, that if a man inter- holding the office of postmaster at Whitehead,

N.S., has been an active Liberal partisan and was a worker for the Liberal candidate at the recent elections in September, 1911, and I hereby request that he be immediately dismissed.

Then there is a letter from Mr. Rowlings, addressed to the Postmaster General, as follows:

Referring to the above report, I beg to say that I am satisfied from inquiries that I have made that Mr. Harris, the present postmaster at Whitehead, as stated by Mr. Munroe, is an active Liberal partisan and took an active part in the recent election. I would there-fore recommend that Mr. Munroe's request be granted and that he be appointed to the said office.

G. A. R. ROWLINGS, Liberal candidate, Guysborough, September, 1911 election.

I would suggest to Mr. PELLETIER. my hon. friend that a note be taken of this, and that when we come to the main estimates the matter be discussed. I will then have the papers before me. It is our intention to pass these few remaining Post Office estimates in the supplemen-taries, and then to resume in committee on the Railway Subsidies Bill, so that it may be sent to the Senate as soon as possible.

I have no objection Mr. SINCLAIR. to accept the suggestion of the Postmaster General, but I would like very much that he would be frank with me and tell me whether he intends to give a fair trial to every postmaster that is accused of political partisanship. Is that the policy of his department? It would shorten matters very much if the Postmaster General will make that announcement now. I have a great number of these complaints here, some of them being cases in my own constituency, where postmasters have been dismissed without a fair trial, and on improper and unjust and unfair accusations. Will the Postmaster General say that in every case where a civil servant is accused of political partisanship, he will investigate the accusation and give the man a fair trial and see that justice is done.

Mr. PELLETIER. That is the rule I have followed. There may be some ex-There may be some exceptional cases.

Mr. SINCLAIR. The case I am now referring to is a case in which there was no trial at all, and there are other cases in my constituency. If the Postmaster General gives the promise I have asked, I feel that we will have made some progress.

Mr. PELLETIER. I will bring the files down.

Mr. TURRIFF. In a case where the Postmaster General has already dismissed

Mr. SINCLAIR.

and where even the Conservatives in the town will acknowledge that he was not a partisan and did not take part in the elec-tion, will the Postmaster General investigate such a case, the man having already been wrongfully dismissed, on false information.

Mr. PELLETIER. Yes.

Mr. TURRIFF. I will bring that case up.

Mr. PELLETIER. I have done so already.

Progress reported.

#### RAILWAY SUBSIDIES.

House again in committee on Bill (No. 183) to authorize the granting of subsidies to aid in the construction of railways and bridges therein mentioned.-Mr. Cochrane.

For a line of railway from a point at or near Albert Mines, in the county of Albert, via Hillsborough, to the city of Moneton; not exceeding 22 miles.

Mr. EMMERSON. After the committee had risen at six o'clock, I discussed this matter with the hon. member for King's and Albert (Mr. Fowler). I pointed out to him that this railway or any line of rail-way subsidized under this resolution would not serve the industry that would be developed by Sir William Mackenzie and his associates in connection with the oil shale deposit in Albert county. It would serve another shale deposit industry, but that industry already has railway facilities furnished by the present Salisbury and Har-vey railway. I suggested to my hon. vey railway. I suggested to my hon. friend (Mr. Fowler) that if that portion of this railway lying between what is known as Baltimore siding or Stony Creek on the Albert railway to Moncton, a distance of about twelve miles, were subsidized, it would be all that the necessities of the case required. I am opposing the subsidiz-ing of a railway from Albert Mines to Baltimore siding, only on the ground that it is absolutely unnecessary and on the fur-ther ground that we already have railway facilities between these two points. What you want is aid in the construction of a line of railway from Baltimore siding or Stony Creek siding into Moncton, across the Petitcodiac river by means of a bridge which is now under consideration by the minister. I think the hon, member for King's and Albert (Mr. Fowler) will agree in that suggestion. I only want, as he does, to aid in the construction of a rail-way that will serve to promote the development of the shale industry. The item could stand until the hon. member (Mr. Fowler) comes into the Chamber.

Mr. STANFIELD. As the hon. member a postmaster on the ground of partisanship, for King's and Albert is not here, I would suggest that this resolution be allowed to pass, and if necessary, the amendment could be made on the third reading.

Mr. COCHRANE. It is agreed to let this go through now, and on the third reading I will see if what is suggested can be done then.

27. To the Quebec Central Railway Com-any, for the following lines of railway:--pany,

(c) for an extension of its line of railway from a point 30 miles from St. George in the parish of St. Justine, county of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1:34 miles;

(b) for an extension of its line of railway from a point (31:34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'iclet, not exceeding 50 miles. of L'Islet; not exceeding 50 miles; not exceeding in all 51:34 miles.

Mr. SINCLAIR. In looking over the plan, it appears to me that that road runs pretty close to the National Transcontinental railway paralleling it in some places. Is it the policy to subsidize a road which parallels the National Transcontinental railway?

Mr. BELAND. I may say, in reply to the remarks of my hon. friend from Guys-borough, that I think it would parallel the Grand Trunk Pacific railway for most of the distance, but not so closely that it would seriously affect the traffic of that line.

Mr. PELLETIER. It would serve the country quite differently.

Mr. BELAND. Yes. The proposed ex-tension might perhaps more properly be called a colonization line.

Mr. COCHRANE. I am told that the country is thickly populated.

Mr. BELAND. No. It has been policy of the Quebec Central railway, for the last few years, to extend its line through the forest, and, as the hon. Postmaster General knows, knowing well the county of Dorchester, it has given rise to a few important villages already. and land is being taken up by the settlers, who are really the pioneers of colonization in that district. I do not believe that it will affect in any serious way the traf-fic of the Grand Trunk Pacific railway.

28. To the Canada and Gulf Terminal Railway Company, for a line of railway from Matane, easterly, to Gaspé Basin; not ex-ceeding 200 miles.

Mr. BUREAU. Does the line run inland, or along the shore?

Mr. COCHRANE. I have been told that Mr. LEMIEUX. It does go direct to it is not feasible to run it along the shore, Gaspé through the peninsula, but the min-

and that a better route can be found inland. I intend to send an engineer to look over the ground.

Mr. LEMIEUX. I strongly approve of the step which is going to be taken by the hon. Minister of Railways and Canals. It may be that the people along the coast are under an illusion, and that it is quite difficult to locate the route along the coast; but, at all events, before giving the company the right to construct the line through the forest, and, as there are practically no inhabitants and no centres in the interior, I think it would be only fair to the people along the coast to give them the opportunity of knowing from the experts themselves if there is any possibility of locating the route along the coast. When we built the Baie des Cha-leur railway, running from New Carlisle to Gaspé Basin the first plan was to build it through the centre of the peninsula from Causapscal to Gaspé Basin.

But there was such a hue and cry on the part of the people living on the coast that the company had to revise its plans, and finally it located right on the shore. It has cost much more money, but the government has been generous. The road has now been built and the people are enjoying the benefit of it.

Mr. PELLETIER. Does my hon. friend think it will ever be a commercial road?

Mr. LEMIEUX. The Atlantic, Quebec. and Western?

Mr. PELLETIER. Yes.

Mr. LEMIEUX. I think so. With its connections with the Intercolonial railway and the International railway in New Brunswick and through the State of Maine, I have no doubt that the Gaspé railway, in view of the special advantages offered by the Bay of Gaspé where practically there is open navigation during nine or ten months of the year, has a very great future in store for it. Of course, for the present, it is not a paying venture, but in the future—it may be the distant future— I have no doubt it will be a paying concern. It may eventually be absorbed by the Intercolonial railway, the Canadian Northern, or some other big railway company. But we are considering the other route, and what I want to impress upon the minister is that I do not think this road can be built on the coast. I know the difficulties there, and I think it is quite impossible.

Mr. BELAND. May I ask whether it is intended that the road along the coast shall go direct to Gaspé through the peninsula?

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ister has taken, I think, the proper course of advising the people, through experts. that it is not possible to build on the coast. But the people want that satisfaction, and I think it is quite proper that it should be given them.

Mr. COCHRANE. The hon. member for Gaspé has interviewed me several times with the object of getting me to send an engineer down there to go over both routes and I have no objection to his discussing it with the people of the shore line, so as to give them an opportunity to urge their claims.

Mr. GRAHAM. I am inclined to think there is a route map approved for the route on the coast.

Mr. COCHRANE. But there is some objection to it, and I will give the people concerned an opportunity of being heard.

To the Grand Lake and Belle River Railway Company, for a line of railway from a point on the National Transcontinental railway, at or near Belle river, thence following the direction of Belle river to twenty-one mile bay, an arm of Grand lake, or to Rabbit lake on the Ottawa river, in the county of Pontiac; not exceeding forty-five miles.

Mr. COCHRANE. This is a new line leading down to Grand Lake Victoria. Everybody who is familiar with Northern Quebec knows that that is a very good lumbering district, probably one of the best in the province of Quebec. It may not be necessary to build this line. If the proposed branch of the Transcontinental railway up to the main line would strike any place that would be favourably located for Grand Lake Victoria, I do not think it would be necessary to build. I am not sure as to that, but will make certain before we enter into a subsidy agreement with these people. I would like to have the subsidy so as to give us the opportunity to have this line built should it prove necessary.

Mr. DEVLIN. I have some knowledge regarding the proposed railway. If my memory serves me right, I acted as solicitor for the parties applying for the charter.

Mr. COCHRANE. I think that is right.

Mr. DEVLIN. I can assure the House that the gentlemen behind this project are men of considerable importance who own very large areas of land in the section of the country referred to. It would be a proper railway to build and to be subsidized by parliament.

- To the St. Charles and Huron River Railway Company for a line of railway from a point on the main line of the Quebec and Lake St. John railway, at Indian Lorette Mr. LEMIEUX.

station, thence up the valley of the St. Charles river in a northerly direction to Stoneham; not exceeding 7:5 miles.

Mr. PELLETIER. There are two very important points which this line is intended to serve, one called Rivière Jaune and the other Stoneham, where the people are engaged in lumbering. The legislature of Quebec passed a law prohibiting the driving of logs on the St. Charles river because from that river the city of Quebec takes its supply of pure water, it being alleged that the water of the St. Charles river was being polluted by these driving operations. The majority of the legislature in Quebec adopted that view and has prevented the lumbering trade from being carried on there. This railway is intended to help the people who have established lumber mills in the localities referred to.

It is a district which is fast being opened up and which has a great future before • it. The intention is to build a branch of the Quebec and Lake St. John railway from Lorette to these mills. The government of the province of Quebec have seen eye to eye with all the parties concerned in this matter, and the subsidy is to aid in the building of branch railway which is only to be seven miles in length.

Mr. BELAND. Has the company built any line previously?

Mr. PELLETIER. This is a subsidiary company to the Canadian Northern railway, which has been incorporated during the present session of the Quebec legislature.

Mr. BELAND. The company have not yet built any line, this is the first to be undertaken.

Mr. PELLETIER. This is a branch line.

Mr. GRAHAM. I think in a case like this, if the minister would tell us if the line is really owned by the Canadian Pacific railway, the Grand Trunk railway or the Canadian Northern railway, it may facilitate matters.

Mr. COCHRANE. I will do that if I have the information. This is a part of the Canadian Northern.

Mr. GRAHAM. Where the line belongs to either of the big companies named the House is inclined not to be too critical, because the fact of such a company being behind it, is a guarantee that the railway will be constructed.

For a line of railway from a point on the National Transcontinental railway, at or near Mile 837 west of Moncton, in a northerly and northwesterly direction, to a point at or near the mouth of the Nottaway river on James bay; not exceeding 300 miles. 6309

Mr. COCHRANE. This railway is a new one, and it is a second string to our bow, in connection with the Hudson Bay railway. As I explained when some discussion took place previously in reference to the Hudson Bay railway a proposition was made to the department to put on a line of boats from Port Nelson, or Fort Churchill, whichever is selected, to run to the Nottaway river, which would be about 700 miles, and then there is about 300 or 400 miles-I am not certain of the distance-to the Grand Trunk Pacific railway and then the National Transcontinental railway can be followed to Quebec. This would shorten the distance from Prince Albert or Edmonton, or any section in that part of the west, by between 500 and 600 miles. If the scheme of navigating through the Straits was not successful, this line would help out to a great extent. Therefore, we have thought it in the best interests of the whole country, and of the west in particular, that this subsidy should be granted.

Mr. MURPHY. The wording of this item is very like that of item nine.

Mr. COCHRANE. It would be a continuation practically. The other line is from Montreal to the Transcontinental. That was subsidized I think in 1910.

Mr. MURPHY. Yes.

Mr. LEMIEUX. Has an arrangement been made with any company in regard to the construction of this line?

Mr. COCHRANE. I think there is a Quebec charter. Mr. Clergue has been the promoter in this case and I think he is getting a subsidy from the province of Quebec to help in the construction. I have forgotten the name of his company. This is not voted to any company, but they have made an application, and a very strong application, for it.

Mr. LEMIEUX. I have noted that the government of the province of Quebec has voted a substantial subsidy for the construction of this railway. I think that not only from a provincial but from a national point of view, as the hon. gentleman has stated, it is a great enterprise, and that it will solve the question of transportation from the west. The Hudson straits are open only two or three months of the year, but Hudson bay is navigable for seven or eight months. And when the straits are closed there is nothing to prevent the grain being shipped either from Churchill or Nelson to the head of the Nottaway river, and it can be sent out at cheaper rates than by any other route to Quebec, Montreal or any other point on the ocean. I congratulate the government on the policy they have adopted in the present instance. Mr. GRAHAM. I am not sure that this will solve any problem. Is my hon. friend (Mr. Cochrane) sure that a harbour can be obtained on James bay?

Mr. COCHRANE. Yes. Dr. Bell-not Dr. Robert Bell, but a nephew of his, I understand-spent practically a year there. I had a couple of interviews with him, and he assured me that there was no trouble in getting a harbour. He thought a better one even than the Nottaway harbour could be had. And, from what he said, there is no doubt of the correctness of the statement of the hon. member for Rouville (Mr. Lemieux) that there is open navigation there for six months in the year. So they could start much earlier from whatever port on Hudson bay was chosen, to go through the straits, because they would not be troubled with the ice as they are in the straits. It struck me very forcibly that it was very desirable not only for the opening up of that portion of the country, but as a through route for the handling of the wheat of the west.

Mr. FOWLER. There is a charter for a road from Lake Abitibi, touching the Grand Trunk Pacific and north to Rupert river, which flows into James bay. I trust the minister will give some consideration to that road in the way either of a guarantee of bonds or a subsidy. That will accomplish the very object he has in view of getting another outlet to the grain congestion to Fort Churchill or Port Nelson, whichever may be selected as the port, carrying it by Hudson bay and James bay through the projected route and so to the Grand Trunk Pacific.

Mr. OLIVER. I have no objection tooffer to the consideration of this proposed road from a point on the Transcontinental to a port on James bay as a matter for the development of that part of the country. But as a matter of carrying the western grain to Liverpool I would hesitate to characterize it.

Mr. FOWLER. Why?

Mr. OLIVER. I say I would hesitate to characterize the proposition. It would be practically a longer railway haul from Le Pas to Churchill or Nelson and then from a port on James bay to tide water, than the haul on the Grand Trunk Pacific.

Mr. FOWLER. No. It would be 600 miles less.

Mr. OLIVER. Besides two transhipments would take place.

Mr. FOWLER. No more than going by Owen Sound.

Mr. OLIVER. I am making this speech, if my hon. friend (Mr. Fowler) will pardon

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me, I am giving my own opinion; he can give his later. My opinion is that for all practical purposes you would have as much rail haul as on the direct line, besides two transhipments. There would be no value in it for the purpose stated.

Mr. FOWLER. How many transhipments have you now?

Mr. OLIVER. There are the same number of transhipments, but on a direct route, which this would not be. There is all the difference in the world. However, we need not dispute about that. I merely wish to put in my protest, as a western man, against this expenditure being charged up as a western expenditure. It is an eastern expenditure for eastern development and eastern purposes; not a western expenditure for western purposes.

Mr. COCHRANE. I have no objection to that.

Mr. GRAHAM. This is a pretty big project. It is to devise another outlet for the west to the east if practicable. I am in favour of anything that looks feasible in the transportation problem. I would urge, however, that the minister ought to be absolutely sure of the facilities on the bay before he allows any person to build that railway and get money from this government which might be spent at a profit to the man who builds the road, but without any great good in the way of providing a practical means of transportation.

Mr. COCHRANE. There will be a government party there to investigate at Nottaway river and along the coast.

Mr. FOWLER. It is open all the year round.

Mr. GRAHAM. There is no question about the bay being open—

Mr. FOWLER. It is a question of harbour facilities.

Mr. GRAHAM. It is the harbour facilities I am discussing. In Ontario the reason that has been assigned for years for not rushing the Timiskaming and Northern Ontario road to James bay is that there is no suitable harbour and that one cannot be procured in the vicinity of James bay.

Mr. COCHRANE. It is only a matter of judgment.

Mr. GRAHAM. All the reports that have come to the Ontario government, so far as I remember, are against a harbour on James bay.

Mr. CURRIE. On the west side.

Mr. GRAHAM. And that is the reason the Ontario government made such strong representation in favour of having a harbour on the Hudson bay proper. I am

Mr. OLIVER.

pointing out this to the committee, and to my hon. friend (Mr. Cochrane) because it is easy to construct a railway, but you may find that the harbour is not there, and, so far as the through route is concerned, the money would be wasted. As to the opening of the country, a cheap construction would do; but if it is for a through line, it would have to be a more expensive road. I wish to urge caution about the harbour before the expense of construction is undertaken.

Mr. COCHRANE. Quite proper.

Mr. CHARLTON. I desire to call the attention of the committee to the report of a Quebec surveyor, who went from Lake St. John to James bay. And as to a harbour, he says there is no doubt that a good harbour can be had here for any size of vessels ever likely to navigate Hudson bay waters.

33. To the Algoma Central and Hudson's Bay Railway Company, for a line of railway from a point fifty miles northerly from the junction of its line of railway with the Canadian Pacific railway, northerly to a junction with the National Transcontinental railway; not exceeding 65 miles.

Mr. COCHRANE. This is extending the Algoma Central line up to the National Transcontinental railway.

Mr. GRAHAM. This is the completion of the Soo corporation's line through to the National Transcontinental railway.

34. To the Rainy River Radial Railway Company for a line of railway from a point on the northern boundary of the State of Minnesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy river; not exceeding 50 miles.

Mr. GRAHAM. Is this the line over the route described here by which there is navigation in the summer, but no communication in winter?

Mr. COCHRANE. A portion of that is true. It opens up a fairly good agricultural country a great portion of the way, and then north of that there are iron deposits, but it is impossible to get the iron out at present without railway communication

(b) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles; not exceeding in all 68 miles.

Mr. GRAHAM. What is the object in getting that line to Port Dover?

Mr. CHARLTON. They have been talking about a road from Port Dover north 6313

for a good many years. That road will open up a good section of country that needs railway facilities, a rich farming country and it will strike Port Dover, perhaps the most important point on the north shore of Lake Erie. It will in the improving of that harbour. It will result This company are empowered not only to oper-ate this railway, but to engage in other industries. Their charter gives them very wide powers. They are permitted to con-struct, acquire and navigate and dispose of steam and other vessels for conveyance of steam and other vessels for conveyance of passengers, goods and merchandise be-tween any ports in Canada, and between any ports in Canada and any ports in any other country; carry on the business of elevating grain, of buying, selling and dealing in coal and ore of common car-riers, ect., etc. The intention is to estab-lish a car form system to bring coal across lish a car-ferry system to bring coal across the lake, and it is their intention that a high standard road should be built. I hope there will be no objection to this vote from any person in the committee.

Mr. GRAHAM. I have no objection whatever. My recollection is that when the charter was before the Railway Committee the exceptional powers were granted them on account of it being a special case for the distribution of coal through west-ern Ontario. I think the hon. member for Haldimand (Mr. Lalor) urged that as a necessity. In what condition is the harbour at Port Dover?

Mr. COCHRANE. I understand that it is in a very dilapidated state. The Grand Trunk railway got a lease of it some years ago, one of the conditions being that they would keep it up in proper shape, but the government have the right to cancel this lease on six months' notice at any time. I am credibly informed that it is in bad shape, that the docks are dilapidated and falling down.

Mr. GRAHAM. Is there not a grant in the estimates for the improvement of the harbour?

Mr. CHARLTON. No, but we confidently look for a sufficient grant next year.

Mr. CURRIE. I think there is, \$50,000.

Mr. GRAHAM. If the railway is to do much business somebody will have to fix up the harbour very much better than it is now.

Mr. CHARLTON. We are just com-mencing that work and expect to have it finished in about two years.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock main line of the Canadian Pacific railway near the crossing of the said railway of the Winneboga river; not exceeding 50 miles.

Mr. COCHRANE. There was a big cop-per proposition at Bruce Mines and another company that went back 17 miles. There is 17 miles built, and it has had a hard row to hoe.

Mr. GRAHAM. The Algoma Steel people have it now, have they not?

Mr. COCHRANE. No, I think not, but for the first 15 miles at least going up there is one of the best farming countries in Algoma. Beyond that there is very valuable timber which it is now almost impossible to get out, and a well-known mineral section between that and the Canadian Pacific railway.

37. To the Manitoba and Northwestern Railway Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

Mr. GRAHAM. Is that the Canadian Pacific railway line by which it is pro-posed to make a short cut across between these two points, and get over a very large ravine and bring the station down into the town of Birtle?

Mr. COCHRANE. Yes, and I under-stand they claimed that the hon. member, Yes, and I underwhen he was Minister of Railways, agreed to give a subsidy to it.

Mr. ROCHE. A deputation from Birtle waited on the ex-Minister of Railways (Mr. Graham) on his western tour, and I think they received a favourable reply from the hon. gentleman. I believe it was his intention to include this in a subsidy Bill if any had been brought down last session. It is from Hamiota on the Miniota branch of the Canadian Pacific railway to Birtle on the Northwestern line.

Mr. GRAHAM. I promised it the most serious consideration, and on giving that consideration, I was in favour of giving the subsidy.

38. To the Alberta Pacific Railway Company, 38. To the Alberta Fache Railway Company, for a line of railway from a point at or near the town of Cardston in a north-westerly direction via Pincher creek to a point on the Crowsnest Pass branch of the Canadian Pacific Railway Company at or near Lund-breck, thence northerly and west of the Porcupine Hills towards Calgary; not ex-cording 100 miles ceeding 100 miles.

Mr. OLIVER. We had a discussion here the other day in regard to the renewal of a railway charter, which charter, I was given to understand, covered this same territory, and I was told also that there was still another railway charter which had been granted covering this same territory. Lake Mine in a generally northerly and east-erly direction to or towards a point on the ter covering this territory, not to this com-

pany, but to another company, on the ground that the renewal of the charter tended gainst the building of a railway in the territory rather than in favour of it.

Mr. COCHRANE. Well, this will settle it, will it not?

Mr. OLIVER. That is what I want to know. I would like to know from the minister if he is aware of the position of this company to whom this aid is proposed to be granted, and if the grant of this aid is likely to secure the construction of a railway through this country?

Mr. COCHRANE. I am informed by the company that they will complete 100 miles this year. They wanted us to allow them to undertake a longer route than this, but we have a considerable number of these votes, and I did not consider that they would build more than 100 miles. I am told that this railway goes through a good farming country, and it will be of great service to the people there who have to haul their produce a long distance.

Mr. WARNOCK. I would like to ask the minister whether this company has a provincial charter.

Mr. COCHRANE. No, I think it is a Dominion charter. It was a provincial charter, but they converted it into a Dominion charter this year.

Mr. OLIVER. May I ask the minister how far he proposes, as a matter of policy, to ensure that this line of railway when built, will give satisfactory communication to the present town of Pincher Creek? I notice that the subsidy is granted for a line of railway

-from a point at or near the town of Cardston in a north-westerly direction via Pincher Creek to a point . . . at or near Lundbreck.

Mr. COCHRANE. They intend to go on to Calgary.

Mr. OLIVER. That is not the question. There are three towns mentioned in this subsidy—Cardston, Pincher Creek and Lundbreck. I want to ask the minister if it is his policy to compel this company, when constructing, to build, not from a point at or near Cardston, but from Cardston, from a point in Cardston, such as will give proper and suitable accommodation to the citizens of Cardston without a holdup on the part of the railway company, and the same in regard to Pincher Creek, and practically the same in regard to Lundbreck.

Mr. COCHRANE. Will the hon. gentleman say that these towns will not hold up the railway? If it is a mutual affair, I will certainly agree to it.

Mr. OLIVER

Mr. OLIVER. Certainly, the town has a tendency to hold up the railway and the railway has a tendency to hold up the railway has a tendency to hold up the town. That is why I put the matter to the minister and ask him if it is his policy to see that, at all events, the rail-way does not hold up the town. He carnot control the town, but he can control the railway, and, as he knows, it is the custom of these railway companies to hold up an established town. I do not want to see the town hold up the railway, but in the case of this railway, it would be the towns of Cardston and Pincher Creek particularly, that I would be very anxious were not held up nor be very anxious were not ignored by the railway. Cardston has railway communication now. It is an old and thoroughly established business place and there is every reason why a railway company which claims this charter on the ground of giving accommodation to 8 place, should actually give accommoda-tion to that place, and not be allowed to be located so as to be a detriment to the progress of that place, rather than a benefit. Pincher Creek is also an old estab-lished town, but it is so situated that it was not possible for the Crowsnest branch of the Candian Pacific railway to give it suitable accommodation. I would urge very strongly that, as a part of the policy of the government this railway company, receiving the assistance, should not be allowed to ignore or to hold up Pincher Creek.

Mr. COCHRANE. I have no objection, where a town has no railway communication, to use what persuasion and influence I have in the way of making an agreement between them. But, there have been a lot of cases lately of small towns, when a railway is being located within about ten miles of their boundaries, wanting to force the railway into town for their own accommodation and to the detriment of the settlers who would be obliged to haul their grain all the way to the town in order to market it. I do not think that is fair. In the case of Pincher Creek, men-tioned by my hon. friend, I do not think there is any doubt that I would, without hesitation, say 'yes' to that. In the case of Cardston, it is a different matter. There is very much the same objection there. They might start from another place where they did not have any railway communication and if they did, they would But, Cardston has have my sympathy. railway communication now. This is a matter that you can hardly discuss, unless you have both sides before you, and you are sitting down to make a subsidy agreement. But, this is a matter that will be considered very carefully, and we will endeavour to act fairly between the railway and the town.

Mr. WARNOCK. With regard to this charter, I would inform the minister that in 1910 the plans were approved by the provincial Minister of Public Works and the railway, under that plan, was bound to run within the limits of the present town of Pincher Creek. I had a clause in-serted in the charter which bound them to do that. I am under the impression that this company is acting under the same provincial charter and I think it was renewed at the last session of the provincial legislature. Just last week a company, known as the Western Dominion Railway company secured a Dominion charter, but I am quite sure that the Alberta Pacific Railway company is still acting under a provincial charter.

Mr. OLIVER. With regard to Cardston, there is no such case as the minister suggests. Cardston is the terminus of the Alberta Railway and Coal Companies line now. When this railway comes and asks for a charter and for a subsidy from the town of Cardston as its southern terminus, I think it is only right and fair that it should be compelled to start from the town of Cardston, and it should not be allowed to hold up Cardston any more than Pincher Creek.

Mr. COCHRANE. The hon. gentleman knows the local conditions better than I do.

Mr. OLIVER. I understand the local situation very thoroughly, and I ask the minister if he will take the same stand in regard to Cardston as he will in regard to Pincher Creek.

Mr. GRAHAM. This is an important point raised by my hon. friend (Mr. Warnock), behind me. It would be well to know if this company proposes to build a line over the same 'territory as the Western Dominion company which has a federal charter. We grant a subsidy to a provincial company over which we have no control, and which may dispose of its rights to the Western Dominion. How are you going to work that out?

Mr. COCHRANE. I understand that this is the company that is going to build the road.

Mr. GRAHAM. I understood the same company got a charter this year.

Mr. COCHRANE. Speaking from memory, this is changed into a Dominion charter this session.

Mr. OLIVER. As a western representative, I want to say to the minister that the duplication of charters covering the |

same territory is a deterrent to railroad building, and so far as the government has a policy on the subject-and I think most undoubtedly the government should have a policy on the subject-I would urge upon the government that there be not a duplication of charters permitted under the authority of this parliament; that a charter when granted should be granted under certain definite conditions, and that if these conditions are not fulfilled these rights should lapse and the ground be cleared for some other company to occupy it. Unless under extraordinary circum-stances, there should not be two charters covering the same ground.

To the Burrard Inlet Tunnel and Bridge Company for the following lines of railway: (a) from the town of Eburne on the Fraser river to a point at or near the mouth of Seymour creek on the north shore of the

Second Narrows; not exceeding 10 miles. (b) from a point at or near Seymour creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard

Inlet; not exceeding 5 miles; (c) from a point at or near Seymour creek on the north shore of the Second Narrows to a point on Horsehoe Bay; not exceeding 14 miles;

(d) from a point at or near Pender street in the city of Vancouver to a point at or near lot 264, north Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles.

Mr. GRAHAM. Are these electric lines in the city of Vancouver?

Mr. STEVENS. They are in the city of Vancouver and the suburbs. They are largely designed as a distributing system in connection with the Narrows bridge, which is being built, connecting up the different parts of the suburbs and the city.

Mr. GRAHAM. Do they form any part of a through line or are we practically giving a subsidy to a street railway?

Mr. STEVENS. Not at all.

Mr. COCHRANE. It will cost \$150,000 a mile.

Mr. GRAHAM. I know it will, in the city.

Mr. STEVENS. It is understood that this is a public-owned enterprise. We expect it will be in connection with the Harbour Commission when it is organized, for the purpose of a distributing system within the city for all railways.

Mr. GRAHAM. It is a kind of a terminal?

Mr. STEVENS. A terminal if you would like to call it such; I would call it a distributing railway.

Mr. GRAHAM. It is really establishing terminals for distribution of traffic in the city of Vancouver, and I suppose North Vancouver. It is a part of a system that will be included in the bridge over the Narrows. There is a very large subsidy for that bridge. Are we not establishing quite a precedent in aiding really a terminal company in a city? I do not think that was the intention of parliament. It may be a street railway next that we will be asked to subsidize.

Mr. STEVENS. It is not a street railway in any sense at all, and, as a matter of fact, a great deal of this construction will be exceedingly expensive. I believe that the small amount of aid contained in this subsidy will be quite justifiable. The people of the neighbourhood are contributing something like over one million dollars for the purpose of bringing the scheme to a head. The amount to be contributed by the government is comparatively small. I see no objection whatever to it.

Mr. GRAHAM. Who will be the owners of this terminal system? We will soon have something of the same kind in Montreal, Toronto, and other cities, and perhaps they will put in claims also. It would be better, if you are going to give a subsidy to this kind of an undertaking to state right outright that it is for the purpose of terminals and not pretend that it is for a line of railway between certain points. The idea I gathered from former discussions about this, is that it is a portion of a distributing terminal in the city of Vancouver in connection with the bridge, and it is not properly speaking a line of railway within the meaning of this Subsidy Act at all.

Mr. STEVENS. Take Eburne, for instance; it is a small village now, on the Fraser river about five miles from the centre of Vancouver. Vancouver is growing very rapidly, and I do not doubt that by the time I get home it will have grown to Eburne. But Eburne and Vancouver are now two distinct points. Deep Cove, one of the points mentioned here, is five miles out of Vancouver, and Horseshoe Bay is fourteen miles. They are district points in themselves. The portion referred to in subsection (d) is largely the distributing portion of the system within the city limits.

Mr. GRAHAM. I do not object to helping anything or anybody in reason, but I would like it to come under its real name.

Mr. STEVENS. What's in a name?

Mr. GRAHAM. It makes a difference in the precedent to be established. I think in this case we are subsidizing terminals into Vancouver to serve local purposes under the guise of subsidizing a railway from one point to another point. It would be just as reasonable to subsidize the

Mr. GRAHAM.

Canadian Northern coming into Montreal from a certain point on the other side of the mountain right into the city. Under this precedent they could ask for aid for the construction of the tunnel and their terminals. If we are going to give aid to terminal system in cities, let us say so. We are here granting an amount in order to provide terminals for the city of Vancouver, and for a line running all along the waterfront. It is a new departure, and if it is the policy of the government to aid terminals in the cities, we ought to have it plainly understood.

Mr. STEVENS. What objection has the hon. member to this subsidy; it is simply that it is not called a terminal, or what?

Mr. GRAHAM. If the government is going to adopt the policy, which has not hitherto prevailed, of aiding terminals in cities, let it say so, and we will discuss it as a policy, Vancouver being on the same footing as any other city.

Mr. COCHRANE. A federal charter was given to it as a railway, not as a terminal.

Mr. STEVENS. It is not all in the city by any means. Over half of the first-mentioned line is entirely out of the city, and the two lines next mentioned are entirely out of the city.

Mr. GRAHAM. The company had to have a charter to build the line from point to point, whether it was a terminal line or not. I am not taking exception to the grant, but I am pointing out that the government are opening the door to all railway companies having terminals in other large cities to come to this government and cite this as a precedent for subsidies to their terminals.

Mr. MURPHY. Is it in connection with this same project that the minister proposes to subsidize a bridge to the amount of \$350,000?

Mr. COCHRANE. Yes.

40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific railway at or near Eagle Lake, to a point on the Caribou road at or near the town of Barkerville; not exceeding 107 miles.

Mr. GRAHAM. Who is at the head of this?

Mr. COCHRANE. W. F. Duncan, W. D. Marshall, and D. Laselle.

Mr. GRAHAM. Has it a federal charter?

Mr. COCHRANE. No, a British Columbia charter.

Mr. BURRELL. I may say that this subsidy is applicable to a charter that has been secured to run a railway from the line of the Grand Trunk Pacific through a timber and mineral country to the old town of Barkerville, the site of the old placer mining industry in Cariboo, opening up an important country. There have been an enormous number of requests that this subsidy should be granted. I believe the company is a bona fide one, and intends to commence the work.

41. To the Naas and Skeena Rivers Railway Company, for a line of railway from the Nasoga gulf or some other point on the waters of the Portland inlet or Naas river to or towards the anthracite coal deposits on the Skeena river near Ground Hog mountain; not exceeding 100 miles.

Mr. GRAHAM. Is that near the Portland canal?

Mr. COCHRANE. No.

Mr. PELLETIER. This company has a very rich deposit of coal similar if not superior in quality to the Pennsylvania coal, and the people who are at the head of it are now financing it in order to build a railway to carry this coal down to the Pacific coast. I think it will be one of the richest coal mines in existence.

Mr. GRAHAM. Do the same people that own coal mines build the railway?

Mr. PELLETIER. They want to build the railway, but they want it to take out the coal. The railway is going to be a very expensive one.

Mr. GRAHAM. I presume that my hon. friend has in mind the fact that our neighbours across the line have had to pass legislation to separate transportation companies from coal companies in order to protect the public.

Mr. CURRIE. They have not succeeded.

Mr. GRAHAM. They have continued to tighten the legislation, and they are succeeding to a certain extent.

Mr. PELLETIER. I can meet the hon. gentleman there, and tell him that this company would be quite prepared to have the state or another company build the railway for them.

Mr. GRAHAM. We are building a good deal of it and giving it to them; but that is not the point.

Mr. CURRIE. I would suggest that if this subsidy is given to the railway company, there should be a clause in their chartre to compel them to carry coal for any other company.

Mr. OLIVER. I think that is a very good suggestion. But it is possible for a speculative company, by securing a railroad charter and a subsidy, to give a bona fide aspect to their enterprise that it is not

entitled to on its merits. As the country through which this railroad is to be built is at present entirely unoccupied, the only purpose for which it can be built is that it should be such a line as my hon. friend has described. I would suggest that the government should thoroughly satisfy themselves as to the bona fide character of the coal mining enterprise before they give their apparent sanction to it by approving of a subsidy for the construction of the road.

Mr. COCHRANE. I think there is a report in the Geological Survey on this district.

Mr. OLIVER. It is something that should receive very careful attention. If after careful attention is given to it everything is found to be satisfactory, well and good; but it should not go on anything but a very definite record and as a matter of fixed government policy and government responsibility.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan lake to a point on the International boundary; not exceeding 50 miles.

Mr. GRAHAM. Will my hon. friend explain the progress of that line?

Mr. COCHRANE. 25 miles are under construction.

Mr. GRAHAM. That will be a Canadian Pacific railway enterprise when it is finished?

Mr. COCHRANE. Yes.

Mr. OLIVER. Is there any other railroad to Penticton?

Mr. COCHRANE. I think the Canadian Northern has a charter, but I do not know whether they got a charter originally.

Mr. GRAHAM. Oh you disloyal people for promoting a railroad down to Jim Hill's railway, which has its nose on the boundary.

Mr. OLIVER. This railway at the present time is simply, so far as Canada is concerned, a stump line.

Mr. BURRELL. It will not be a stump line because it will practically provide the railway facilities right up the Okanagan Valley from the international boundary line up through the Valley of the Okanagan to Penticton, thence by Canadian Pacific railway boats to Okanagan Falls, connecting there with the railway to Sicamous on the main line of the Canadian Pacific railway. This line will place railway facilities of that country in an entirely different condition to what they are now. Mr. OLIVER. What I am asking, is what is the railroad connection on the boundary in the Okanagan Valley?

Mr. BURRELL. The Great Northern runs south of the international boundary, deflecting south and then westerly, and then running northerly again up the Similkameen.

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary, in the province of Alberta, in a southerly direction via Kananaskis Pass and the head waters of the Elk river to or towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

Mr. OLIVER. What is the total distance from Calgary to Fernie?

Mr. COCHRANE. The total length of the line will be 150 miles. I do not know whether that takes in the whole distance or not.

Mr. OLIVER. Is this Calgary and Fernie Railway Company a subsidiary company of the Canadian Pacific railway?

Mr. COCHRANE. I never heard that.

Mr. OLIVER. Has the company a federal charter?

Mr. COCHRANE. Yes.

Mr. OLIVER. How long has the company had a charter?

Mr. COCHRANE. Since 1906.

Mr. OLIVER. How many renewals have they had?

Mr. COCHRANE. The company has given us the assurance that they will start right in on construction.

Mr. OLIVER. Might I ask what is to be the policy of the minister in granting these subsidies? We are glad to see subsidies granted, and we want the roads constructed, but when a subsidy is granted on the assurance of the company that it is going on to do the work, will that subsidy itself be withdrawn and the rights of the company cancelled if they do not proceed with the work, and the way thereby cleared for some other company to go on with the construction?

Mr. COCHRANE. There is a good deal in what the hon. gentleman says. The matter has been discussed across the floor of the House between the ex-Minister of Railways and myself, and while, perhaps, in every case it should not be done, I think as a general policy it is a good thing. It will shut off charter speculation.

Mr. OLIVER. Up to the present time this has been clearly a purely speculative charter.

Mr. BURRELL.

Mr. COCHRANE. We will give them this chance, and if they do not go on and construct we will say good-bye to them.

Mr. OLIVER. I do not wish to press the minister for a decision on government policy just across the floor of the House, but I want to put myself on record as being distinctly and strongly in favour of that policy. I am sure that if the minister were able to make a declaration of policy to that effect, it would be well received in the western country.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte southwesterly into the city of Brandon; not exceeding 25 miles.

Mr. COCHRANE. This is a line with which I am sure the hon. member for South Renfrew will be familiar.

Mr. GRAHAM. I am.

Mr. COCHRANE. The main line of the Grand Trunk Pacific is 25 miles from Brandon, and I saw a letter which the hon. gentleman wrote to Mr. Wainwright saying that as far as he himself was concerned he would subsidize the line to get it to Brandon. I may say that the worst difficulty there is, is building a bridge across the river. The line itself is not a very expensive one to build, but the construction of a bridge across the river in order to get into the city will be very expensive.

Mr. GRAHAM. My hon. friend is right. As a matter of fact the city of Brandon and the Grand Trunk Pacific were at loggerheads for quite a while in reference to the line the company was constructing which was far away from the town. It was claimed by the citizens of Brandon and the late member for Brandon, Mr. Sifton, that the Grand Trunk Pacific agreed absolutely to build a branch line to come down through the city. A deputation from brandon, which included the mayor and members of the Board of Trade came down here in reference to the matter, and when Sir Wilfrid Laurier and myself were at Brandon I drove out over the country to see the situation. On returning, another deputation came down and were received in the Prime Minister's office, and I think a liberal proposition was made in order to get the matter closed up, so that the city of Brandon might get what they believed they were entitled to and had been promised. The proposition made to the company was that they would be granted a subsidy for this line and 25 per cent of the cost of the bridge. I think at that time they gave an estimate of what the bridge would cost, but I have forgot-ten the amount. However, it will be quite an expensive bridge to build. That arrangement was arrived at and legislation to give effect to it would have been passed

this session if the late government had remained in power.

Mr. OLIVER. What is the prospect for the actual construction of this piece of read?

Mr. COCHRANE. I am informed by Mr. Wainwright that if this subsidy was granted the company would proceed to build it this year.

The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that, is to say.-To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completiom of a railway bridge across Burrard Inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding \$350,000.

Mr. GRAHAM. This will require some explanation. There is an increase in the amount of subsidy.

Mr. COCHRANE. I may say that the province has bonused the undertaking to the extent of \$400,000, the bridge being estimated to cost a million and a half. Was there a subsidy granted before for this undertaking?

Mr. GRAHAM. Yes, for \$200,000 if I remember correctly.

Mr. COCHRANE. The promoters say absolutely they cannot finance the project on that amount of subsidy.

Mr. GRAHAM. What is the position as between the municipal company and this company? The last time I had any conference with them was in the city here, and I had hoped to bring them to some arrangement; in fact they had practically agreed on something, but I cannot trust my memory now with the details. There was a municipal company being aided by the province and by the cities of North Vancouver and Vancouver.

They have a charter for a bridge at the same point. The company have the charter. The government was endeavouring to make sure to have only one bridge. That, of course, is to be carried out—we do not want two bridges there; they ought to be brought together on some basis. I would like my hon. friend to tell me on what basis these two companies have come together, as I see the subsidy is voted to the original company, and not to the new one, the municipal company.

Mr. STEVENS. I happen to be familiar with every detail of this matter, and I think I can explain it to the satisfaction of the hon. member. A definite agreement has been made between the city and district municipalities and this company regarding this work. The company turn over their subsidy for the bridge to

the public corporation entirely. This bridge, instead of being what it was originally intended to be, a railway bridge, is to be a combined railway, traffic and tramcar bridge, and will cost \$2,500,000. Originally the city of Vancouver subscribed \$200,-000, the district of North Vancouver \$250, 000, the city of North Vancouver \$100,000, Burnaby \$100,000, and the British Columbia government \$250,000. But since it was found that the cost of the bridge would be so great the province has raised its grant to \$400,000, and the various other con-tributors will double their subscription. The late government granted a subsidy of \$200,000. This increase has been asked in view of the different conditions that obtain now as compared with those that obtained when the subsidy was originally granted. At that time there were not more than 250 people on the north side of the inlet. Now there are between 9,000 and 10,000 people there. Yet the district has no railway connection nor tramcar connection, but only a ferry crossing. The city of North Van-couver is growing at a rapid rate. The subsidy is fully justified. A definite agreement has been entered into between the corporations. I was one of the aldermen in Vancouver when the whole matter was threshed out last year. Agreements were finally signed about August, but I think the hon. member (Mr. Graham), was so busy about that time that he would not be aware of their being carried through. But the matter has been settled. I would suggest that a clause be put in the agreement to the effect that this subsidy should be granted only to a publicly owned bridge, giving running rights, of course, to the different railways-that is the condition on which the Vancouver subsidy is granted, and the same in the case of the province.

Mr. MURPHY. What is the relation between this company and the Burrard Tunnel and Bridge Company?

Mr. STEVENS. The Burrard Tunnel and Bridge Company is simply these joint municipalities. As you know a city cannot build bridges in its own name, nor can a municipality; so it was necessary to form a company and this company is made up of these various municipalities. This U V and Y turns over, by virtue of a registered agreement, its subsidy to the public corporation.

Mr. GRAHAM. A terminal company?

Mr. STEVENS. You may call it that.

4. To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser river, near Hope, British Columbia; not exceeding \$250,-000.

Mr. GRAHAM. Is that the bridge my hon. friend the Minister of Agriculture (Mr. Burrell) was talking about the other night?

Mr. BURRELL. The hon. gentleman (Mr. Graham) has a good memory. Yes, this is the bridge over the Fraser river, in coming down the Hope Mountain.

Mr. GRAHAM. How much will it cost?

Mr. BURRELL. Over \$1,000,000: It is a frightful piece of work.

Mr. GRAHAM. This is a pretty large amount. Could we have a little explanation of it? I do not think there will be any critical discussion.

Mr. COCHRANE. It is estimated to cost \$1,000,000, and it is represented to me that it will cost over that.

Mr. GRAHAM. The road is subsidized as well?

Mr. BURRELL. Yes, from Penticton to Merritt.

Mr. GRAHAM. Subsidized by both Dominion and provincial governments?

Mr. COCHRANE. I am not sure as to the provincial.

Mr. BURRELL. The provincial subsidy, I think, is from Penticton to Merritt. It does not affect the part of the road on which this bridge is. It is the most difficult piece of railway construction on the continent. Perhaps that is a large termcertainly the most difficult in British Col-umbia. They have a terrific approach to get down in a short mileage and then this enormous construction over the Fraser river. I think there is ample justification for assistance of this kind.

Mr. OLIVER. Is the Kettle River Valley Railway Company an independent organization or is it subsidiary to the Canadian Pacific railway?

Mr. COCHRANE. I could not be positive, but am under the strong impression that it is controlled by the Canadian Pacific railway.

On section 6: conditions.

Mr. GRAHAM. I would call the attention of the committee, particularly of the legal gentlemen present, to this fact. The Bill provides:

The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

That has been in the Act for years, but since that became a part of the Act the method of procedure has changed alto-gether, and the location of these lines is not left to the Governor in Council at all,

Mr. STEVENS.

the Minister of Railways and the Board of Railway Commissioners. We attach to these subsidies two or three lines that we violate every day because this statute is not enforced. One of these railways may object to the Board of Railway Commissioners and invoke the terms of this statute. I think that part of the Act should be changed. It does not harmonize with the general Railway Act.

On section 7: as to running powers.

Mr. GRAHAM. I would call attention in the same way to another point. This provides in line 40 of the present section:

And the said board (of Railway Commis-sioners) shall have absolute control, at all times, over the rates and tolls to be taken and levied by any of the companies or upon any of the railways and bridges hereby subsidized.

That Act was passed to give the Board of Railway Commissioners power to control the rates of all companies subsi-dized by this government. I think the consensus of opinion is unanimous that when the federal authority subsidizes the building of a line that line should come That under federal control as to rates. being the intention of parliament they amended this Act to harmonize with that view. But as a matter of fact the courts have given a decision that the Board of Railway Commissioners have no power to control rates on a line having a provincial charter, no matter whether that line connects with a Dominion road or not, even if the rate in question forms part of a through rate. In order that the view of parliament, as expressed in this statute, should be carried out some wording should be adopted by which the roads aided by this parliament should come under federal urisdiction, because I think it is conceded that the machinery supplied by the federal authority for the control of railways as to rates, etc., is as good as any in the world. The only possible way in which that could be done would be to make it a part of the subsidy contract and of this Act as well that any road accepting federal aid shall be declared a work for the general advantage of Canada, and under the judgment of the Judicial Committee of the Privy Council I believe that is the only way this can be accomplished. It seems to have been the object of parliament unanimously that this ought to be done, and I am pointing out the position to my hon. friend in the hope that he will consult with his colleagues and be able to take some position on this when we come to the third reading of the I am not saying that exception Bill. could not be taken to this in some cases, but as a general rule. I think the principle should be adopted that where a federal the location is subject to the approval of authority aids a railway that railway ought

to come under the Board of Railway Commissioners, and parliament has said so for years, it has so enacted in the statutes; but the courts have said that that does not govern.

Mr. FOWLER. I think that in nearly all provincial charters it is provided that the rates shall be subject to the Lieutenant-Governor in Council or in provinces where there are public utility commissions, they are placed under the control of these commissions, and with all due deference to my hon. friend, I think that m my own province the public utility commission appointed stands quite as well as the Railway Commission, as far as their exercise is concerned.

Mr. GRAHAM. They cannot make a through rate.

Mr. COCHRANE. In the past that has not been the custom. I hold here a long list of railways to which federal aid was given in reference to which the principle was not carried out. That is well worthy of consideration as a matter of policy. A policy with regard to this matter should be considered carefully before public announcement is made.

Mr. GRAHAM. This is in the statute.

Mr. COCHRANE. It was in the statute but it was not adhered to.

Mr. GRAHAM. My hon. friend misunderstands me. In the statute it was said that they should be subject to the Board of Railway Commissioners. Every subsidy which has been granted to a provincial road has been granted on the conditions that the road would be subject to the Board of Railway Commissioners.

Mr. COCHRANE. The Halifax and South Western is not under that condition.

Mr. GRAHAM. It must have been granted a good many years ago.

Mr. COCHRANE. No, in 1910.

Mr. GRAHAM. Well, it was a renewal then. My hon. friend will find that the statute has contained that provision for years.

Mr. FOWLER. That would be an interference with provincial autonomy.

Mr. FOWLER. That has been on the statute book for years, and it is in this Act that my hon. friend is passing to-night.

On section 10: As to Canadian steel rails.

Mr. OLIVER. I observe that this section lays a responsibility upon the Governor in Council. May I ask the minister if, under the present conditions, it is the intention to enforce the provision of this sec-

tion requiring companies to buy rails of Canadian make?

Mr. COCHRANE. I think it is the duty of the government, when they are subsidizing a railway in Canada, to compel them to buy everything in Canada they possibly can.

Mr. OLIVER. I think that the principle laid down by the minister is a very good one under certain circumstances but my hon. friend must be aware that there are statements current in the newspapers to the effect that it is not possible for the railway companies to get from Canadian mills, or indeed, they say, from any mills at the present time, the amount of rails that is required to complete the work they are anxious to do.

Mr. COCHRANE. I am not so informed. I think it has been arranged that they can.

Mr. OLIVER. Of course, there is no objection to requiring companies to take (Canadian rails as long as they can get them in sufficient quantity and so long as the work of construction is not delayed.

Mr. COCHRANE. I think that is proper.

Mr. OLIVER. But, they urge the fact, as I have seen it stated and stated on the authority of the railway companies themselves or their head officials, that it is not possible to get these rails in sufficient quantity in Canada to enable the work to go ahead as fast as it otherwise would. If that is so, I would certainly urge upon the government that it would be right and proper that the companies should be permitted to get rails wherever they can get them.

Mr. COCHRANE. That is quite proper.

On section 11: mode of payment of certain railway subsidies.

Mr. ROBB. Will the minister say if these subsidies are payable for steam or electric railways?

Mr. COCHRANE. I understand they are all steam railways.

Mr. GRAHAM. I want to point out to my hon. friend the Minister of Railways that he was wrong in what he said a few minutes ago. My hon. friend says that this clause with regard to provincial railways being under the board of Railway Commissioners was not in the Act of 1910. If he will look at chap. 51 of the statute of 1910 he will find this section:

And the said board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways subsidized.

That has been in the statue for many years and the reason I am asking that some other way should be provided for obtaining the same object is that the courts have I think, held that the Dominion has no jurisdiction over provincial lines.

# AID TO CANADIAN NORTHERN PACIFIC RAILWAY COMPANY.

Mr. COCHRANE moved the second reading of Bill (No. 187) to authorize the granting of a subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned.

Mr. GRAHAM. That will take hours of discussion probably.

Mr. COCHRANE. It ought not to.

Mr. GRAHAM. You will not make any headway by starting it to-night. There is a limit to our endurance. We have been working very hard since eleven this morning, and I do not think we will make very much progress.

Mr. COCHRANE. The leader of the opposition and the hon. member for South Renfrew asked me for any correspondence which may have taken place between Sir George Ross when Premier of Ontario and the Railway Department. I may say that there is no correspondence of that nature in the department. The only letter I have any reference to is a letter written by the Hon. Colonel Matheson to me some little while ago. Therefore, I cannot bring down any other correspondence.

Mr. GRAHAM. I must object to any further progress on this Bill to-night. The resolutions were allowed to go through committee on a distinct understanding that we could if we desired discuss them on the second reading.

Mr. BORDEN. The only object is to expedite business. We could put these Bills through Committee to-night and the hon. gentleman would have an opportunity to discuss freely any matter they wish in connection with them on the third reading.

Mr. GRAHAM. We would not gain any time by that. We have shown every disposition to hurry along. The leader of the opposition is not present, and I told him we would not reach these Bills to-night. We have done a good day's work.

Mr. BORDEN. We have done a good day's work, but I would like to do a good night's work also. If we adjourn so early to-night—that is having regard to the work we want to get done—and if we have to let throughout the calendar year 1911.

Mr. GRAHAM.

these Bills stand, we will have to sit very late in Supply to-morrow night, and I would like to give notice of that now. That is, we will have to sit late unless we can get along well with Supply.

Order stands.

Mr. OLIVER. Will the Volunteer Bounty Bill come up to-morrow?

Mr. ROGERS. Yes.

Mr. OLIVER. Early or late?

Mr. ROGERS. As soon as we can get to it.

On motion of Mr. Borden, the House adjourned at 1.30 a. m. Thursday.

# HOUSE OF COMMONS.

#### THURSDAY, March 28, 1912.

The SPEAKER took the Chair at Eleven o'clock.

### COST OF LIVING SITUATION.

Hon. T. W. CROTHERS (Minister of Labour) presented a special report containing the results of an investigation by the Department of Labour into the cost of living. He said: At the present moment no economic question is touching the lives of the people more vitally and in a more comprehensive way than the high cost of living. We all remember the widespread agitation which swept over this country and the United States about three years ago, when prices after a steady rise for more than ten years reached what was then regarded as an unprecedentedly high level. That was in 1907, the year of the meat boycott. The financial panic in the fall of that year somewhat checked the upward movement, and in 1908 and in 1909 there was what might be called a breathing spell. In 1910, however, the progress upward be-gan again almost as rapidly as ever. It has continued since with increasing rapidity during the second half of last year until we have at present a situation quite as intense, if not more so, than has existed for many years past.

As is well known, the Department of Labour maintains a record of price variations and tendencies in Canada with the object of being able to state at any time just what is the nature of the movement of prices in any particular direction, whether up or down. A summary of this record is published monthly in the 'Labour Gazette' and an annual report at the end of each year. We are at the moment issuing from the press a special report embodying the results of the department's investigations throughout the calendar year 1911. We

have endeavoured to secure the publication of these statistics more promptly than has been the custom in the past, and the report is now ready for distribution. It may be of interest here and now to lay the report on the table of the House for the immediate information of any who may be interested in the subject, though all the mem-bers will be furnished with a copy this week. Briefly it shows that prices are now considerably higher than at any time in Canada since the early eighties, and probably since the early seventies. Last year wholesale prices went up approximately 3 per cent, and retail prices approximately 5 per cent over those of 1910; while compared with twelve or fifteen years ago the rise has been over 40 per cent. It may be added that the rise of the past year has been particularly serious from the cost of living standpoint. The general industrial expansion and trade prosperity has cre-ated an exceptionally keen demand for materials of all kinds with a resultant enhancement in prices, while at the same time the unfavourable crop reports, due to drouth during the summer, not so much in Canada as in the other food-producing countries of the world, has sent grains and

fodder, dairy produce, fish and foodstuffs to very great heights. This whole question of high prices, it may be pointed out, is not Canadian in any sense, but is world-wide. At the present moment a movement is on foot for the appointment of an international com-mission to bring together the statistics collected in various countries and to collate them on the same basis in order that some comprehensive knowledge as to the causes of the rise may be obtained and a remedy suggested. The president of the United States has taken the lead in this matter, and in a recent message to congress has asked for an appropriation of \$20,000 to enable the United States government to invite foreign governments to a conference looking to the establishment of the commission above mentioned. The action of the president is very significant The of the fact that the question is not local in any sense of the term, but is world-wide in its application. It is to be hoped that so practical a suggestion will meet with the encouragement it seems to merit.

#### PUBLIC ACCOUNTS COMMITTEE— ORDER FOR ATTENDANCE OF R. C. MILLER.

Mr. MIDDLEBRO moved that the third report of the Public Accounts Committee be adopted.

Mr. CARVELL. I hardly understand, from the reading of the document at the table, exactly what the report is. Will the

Chairman (Mr. Middlebro) please explain what the report means.

Mr. MIDDLEBRO. The report recites the proceedings before the committee and the evidence that the summons was served on R. C. Miller, and also cites the telegram through the Canadian Pacific Railway telegraph office where telegraphic summons also was received by Miller. And I propose to move that he appear before the committee on Saturday next.

Motion agreed to.

#### Mr. MIDDLEBRO moved

That an order of this House do issue for the attendance before the select standing Committee on Public Accounts, on Saturday, March 30, 1912, at 10.30 a.m., of R. C. Miller, formerly president of the Diamond Light and Heating Company, Limited, Montreal, a witness mentioned in the said report of said committee.

Mr. GERMAN. Has the Chairman (Mr. Middlebro) got evidence that satisfies him that Mr. Miller received the summons and telegram notifying him to be here?

Mr. MIDDLEBRO. In addition to the evidence we had before the committee yesterday, we have the assurance from the local telegraph office here that he received the telegraphic summons at 4.15 on the 23rd instant—that it was delivered to him personally.

Mr. GERMAN. What about the summons.

Mr. MIDDLEBRO. We had information yesterday from the Deputy Postmaster General that the registered letter containing the summons had been handed to Mr. T. R. Mattheson, of the hotel, and Mr. Mattheson said he had delivered the letter himself personally to Mr. Miller.

Mr. CARVELL. I have no objection to the order being issued, but before this resolution is passed it must be well to have an understanding as to what the practice will be in the future. I understood at the Public Accounts yesterday that we were to have the affidavit of the party who de-livered the telegram to Mr. Miller in Montreal. As I understand it, we have only a statement made by the local manager of the telegraph company in Ottawa, that he received information from somebody who said that the telegram was delivered to Mr. Miller. That may all be true, but it is not evidence. It would not be taken in any court, and it seems to me pretty flimsy evidence to be taken by parliament, espe-cially when it would have been easy, if it is true, to have the affidavit of the party who actually delivered the telegram to Mr. Miller.

Mr. BLAIN. It has been the custom, has it not?

Mr. CARVELL. I do not know. I am not objecting; I am directing your atten-tion, Mr. Speaker, and that of the House to this matter, in order that, if it be the practice, there may be no misunderstand-ing. It seems to be a very slipshod method when we are taking such a drastic procedure as practically to issue a warrant for a person's arrest.

Mr. MIDDLEBRO. I looked up author-ities and find it has been the custom, and that there are precedents for the view that a summons by telegram is sufficient. But, to put it beyond question of doubt, I am moving that Mr. Miller appear on Saturday next. In the meantime I have sent to Montreal to get the specific affidavit of the person who gave Mr. Miller these letters. No injustice will be done, because, if he has not been served, as my information is he has been, his appearance here on Saturday will be a complete answer.

Motion agreed to.

# MR. A. B. MORINE.

On the order: Question by Mr. Martin (Regina) with regard to Mr. A B. Morine.

Mr. SPEAKER. With reference to this question, my reason for ruling as I did yesterday was then given. But in looking over the rules, I think I was partly wrong. I have before me the English rule, the manual of procedure there, and the reference is as follows:

A question addressed to a minister of the Crown must relate to the public affairs with which he is officially connected, or to a matter of administration for which he is responsible. Then, there is the other rule:

A question must not contain any argument, inference, imputation, epithet, or ironical expression.

I thought there was contained in this rather an imputation, and also that it did not refer to official business. But I see that this rule goes further, and covers not only 'public affairs with which he is offi-cially connected ' but also 'a matter of administration for which he is responsible.' With regard to this question, looking over it carefully, I do not know that there is in it that which makes it not a proper question to be answered in the House.

#### Mr. MARTIN (Regina):

1. Did the present Prime Minister receive any objections during the Dominion election campaign of 1908 against the candidature of one A. B. Morine, in the county of Shelburne and Queens, Nova Scotia?

Mr. CARVELL.

2. If so, by whom were such objections made, and were they made by personal application or by letter?

3. Was the person so remonstrating a supporter of the Conservative party, and on what allegations, if any, were such objections based i

4. If such objections were made, what steps

did the Prime Minister take regarding them? 5. Has the said A. B. Morine been appointed to a position by the present government? If so, what is the position and what salary is attached thereto?

Mr. BORDEN. In 1908, some person re-siding in the United States of America wrote me a letter with regard to Mr. Morine. He marked that letter ' confidential.' In reply, I told him that if he would give me permission to submit the letter to Mr. Morine for his answer, I would do so at once, and then determine my course. He declined to permit me to sub-mit the letter to Mr. Morine for his answer, and he threatened to send a copy of the letter to the right hon. gentleman, the leader of the opposition and to Mr. Fielding; to which I replied that he might send that information to the present leader of the opposition and to Mr. Fielding just as quickly as he saw fit. I cannot recall the name of this individual, and therefore, I have been unable to lay my hand upon the correspondence. But if my hon. friend from Regina (Mr. Martin) with whom this gentleman seems to be in communication, will give me his name, I will make search for it, and I will then endeavour to give any further information with regard to 'the matter that my hon. friend may de-'sire.

#### COMMISSIONERS IN EMPLOY OF GOVERNMENT.

# Mr. SINCLAIR:

1. How many commissioners are in the em-ploy of the government conducting inquiries various kinds? of

2. What is the smallest sum per day payable to any commissioners in addition to expenses? 3. What is the largest sum per day payable to any commissioner in addition to expenses?

#### Mr. ROCHE:

1. None permanently, 40 persons employed when services are required, as follows :-

James A. Macdonald, C. W. Lane, W. L. James A. Macdonald, C. W. Lane, W. L. Shuntleff, L. O. Beaubien, Norman A. Campbell, G. N. Ducharme, H. Chauvin, Emile Gelly, Victor Allard, Geo. Lynch Staunton, Napoleon Garceau, A. D. Dick-'son, G. A. Seguin, B. S. Rothwell, J. P. Jolicoeur, H. Grenier, Mm. Laurie, H. W. Macdonald, A. J. Leger, Z. Noramdin, H. P. Duchemin, E. T. C. Knowles, J. G. H. Bergeron, W. A. E. Flynn, A. B. Morine, R. S. Lake, N. U. Lacasse, D. Hazen

Adair, F. P. Gutelius, H. Tucker, Lawrence Stafford, W. W. Kerr, Donald Keith, A. Germain, W. H. Parsons, L. Ducharme, H. Strong, A. Burnett, St. F. Belleau, E. Fiset.

2. \$10 per day when employed only.

3. \$40 per day when employed only, salary of two has not been fixed.

# NATIONAL GALLERY OF CANADA.

What oil paintings and water colours, and y whom painted have become the property by whom painted have become the property of the National Gallery of Canada since 1891?

Mr. MONK. I mentioned yesterday in reply to this question, that most of the information sought by it is to be found in the report of the department for the year 1910. It is not all there, however, and I would ask my hon. friend to allow this question to stand as a notice of motion. The information is being completed as rapidly as possible.

Mr. SPEAKER. This question will stand to be answered, without any formal motion being moved.

#### DISMISSALS.

Mr. KYTE:

1. Has the postmaster at Londonderry, N.S., been dismissed from office? 2. Has the post office been removed to

another location?

3. At whose request was such removal made,

and what are the reasons for such removal? 4. Has a petition signed by a large number of the residents of Londonderry been received protesting against such removal? 5. How many names are signed to said pe-titica?

tition?

Mr. PELLETIER:

1. No.

2. Yes.

3. By order of the Postmaster General, the office was removed to another building because of the unsuitability of the one in which it was formerly kept.

4. No.

5. Answered by No. 4.

Mr. ETHIER:

1. Has Mr. Emile Brazeau been dismissed is postmaster of Côte Rouge, county of Two Mountains?

2. If so, for what reasons and on whose recommendation?

3. Has there been an inquiry into the accusations, if any, brought against him? If so, what was the result?

4. Who is his successor and who recom-mended him?

Mr. PELLETIER:

1, 2, 3 and 4. On instructions of the Postmaster General, Abel Ladouceur, who was dismissed to make room for Mr. Emile Brazeau, has been reinstated.

## EXAMINATIONS FOR OFFICIAL REPORTERS.

Mr. LEMIEUX. Before the orders of the day are called, I wish to ask the Secretary of State to lay on the table of the House at the earliest opportunity the papers written in the examinations held for officials of the Debates staff; also the names of the candidates, and the names of those who have conducted the examination and examined the papers.

### .QUEBEC BOUNDARIES.

Mr. BORDEN moved the third reading of Bill (No. 51) to extend the boundaries of the province of Quebec. He said: I have considered the suggestion of the hon. member for St. John (Mr. Pugsley), and I have concluded that it would serve no purpose to send any such communication as he suggested to the government of the province of Quebec. I am fortified in my conclusion in that regard after examining the observations made by my hon. friend in 1908, when a motion for the extension of the boundaries of the province of Quebec was under discussion. I think the course we are taking in connection with this Bill is precisely that which the hon. gentleman himself advocated in 1908. If my hon. friend is not quite clear, he will be convinced of that fact if he has time to read his own observations on that occasion.

Motion agreed to, and Bill read the third time and passed.

## WATER IN THE RAILWAY BELT AND PEACE RIVER BLOCK.

Order being called for third reading of Bill (No. 149) respecting water in the rail-way belt and Peace River block of land.

Mr. BORDEN. Has my hon. friend from South Wellington (Mr. Guthrie) any objection to the third reading of this Bill now? I think he suggested one amendment in one of the clauses, which amendment I know the Minister of the Interior desires to make.

Mr. GUTHRIE. That is in striking out the first three words of section 8.

Mr. BORDEN. As the Minister of the Interior is not present at the moment, we will take this Bill up at some later period of the day.

# AID TO CANADIAN NORTHERN PACIFIC RAILWAY.

Bill (No. 187) to authorize the granting of a subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned, read the second time and House went into committee thereon.

On section 1,

Sir WILFRID LAURIER. I am not aware that my hon. friend the Minister of Railways (Mr. Cochrane) has given us any explanation yet as to the nature of the road, and whether the charter is a provincial or a federal one.

Mr. COCHRANE. The charter is a provincial one given by the British Columbia government. They guarantee the bonds for \$25,000 a mile. I understand they claim the road will cost about \$65,000 a mile, outside of the bridges. I understand there are some very expensive bridges.

Sir WILFRID LAURIER. I was aware that this road we are now subsidizing is a provincial road, and under a provincial charter, and I believe it is situated altogether within the province of British Columbia. I have been asking several times for the correspondence that has been exchanged between the government and this company. I have seen the charter, and I observe there is an agreement between the company and the provincial government. I have not got it with me, perhaps my hon. friend has it.

Mr. COCHRANE. It is or the right hon. gentleman's desk now.

Sir WILFRID LAURIER. It just came this morning, and I have not been able to see it.

Mr. COCHRANE. No, it was there last night.

Sir WILFRID LAURIER. The agreement came into my hands only this morning, and I have had no time to refresh my memory with regard to it. But, if I am right, and I think I am, in the agreement which has been made by the company with the government of British Columbia, the government of British Columbia has reserved to itself the complete control of the tolls. Now, we are going to subsidize a provincial railway over which apparently we have no control, and over which the province of British Columbia has reserved complete control. For my part, I would favour the granting of a subsidy to this railway because this is a portion of the 'Canadian Northern Transcontinental system, a national railway. But, there is a question-here, which I would submit to the consideration of my hon. friend in this 'House, as to what will be the position of this road that we have helped to build. to which we have given a subsidy, if nothing is done to remedy the situation. The road will be altogether under the control and under the law of the province of Mr. BORDEN.

British Columbia and this government would have no control over it at all. This is a question which must engage the attention of my hon, friend the Minister of Railways, and I would like to know what conclusion he thas come to upon this very important point.

Mr. COCHRANE. As the right hon. gentleman (Sir Wilfrid Laurier) has rightly stated, in the agreement between the railway company and the British Columbia government, there is a clause which says that they do not want the road to come under the control of the Dominion railway board. The applicants for the subsidy do not want to break faith with the provincial government as they are getting the Larger share of the assistance from them. But, in case anything occurs, as the right hon. gentleman has suggested, this parliament can declare at any time that the road shall be one for the general benefit of Canada. It would then come under the Dominion Railway Commission.

Sir WILFRID LAURIER. That is very true, but it seems to me that the time to state that it is to be for the general advantage of Canada and for the general benefit of the Canadian people, is at the very moment when we are asked to give assistance to the building of it. I have looked at the Bill and I see no disposition in it whereby this road is to be under the con-trol of the government or laws of Canada. It is well for us to settle this question immediately because, in the agreement to which my hon. friend has referred, which I have not had time to read, it is stated in so many words that one of the condi-tions under which the province of British Columbia gives this aid to the construction of this railway is that it shall not come under the control of the railway board. It will remain a provincial railway and nothing else. We have to determine to-day whether it is to be a provincial or a Dominion railway. I have no objection to granting the subsidy which is given to this railway company for the building of this railway, but I submit to the whole House that if we are to aid in the construction of a railway which is to become part of a transcontinental railway. it must. from the moment we give that aid, be subject to the laws of Canada and to the control of the Railway Commission. Are we to be told that we are going to assist in the building of this railway to the extent of \$12,000 a mile and that, although it is to be a part of a great transcontinental railway system, it shall be, in so far as that portion of the line is concerned, only a provincial railway and nothing else? At the proper time I intend to move and to ask this House to declare that, from the time this railway is subsidized by the people of Canada, the

people of Canada must have the control of it and that it should be under the juris-diction of the Railway Board. I think that view of the matter will be appreciated by the House. We stand in this position: The Canadian Northern railway is extend-ing its system to the Pacific ocean, and I am altogether in sympathy with that movement. When it is completed the Canadian Northern will have its system extending from the banks of the St. Law-rence to the Pacific ocean. That is quite proper; everybody will admit that; everybody will cheerfully support that measure. but we believe that every inch of the railway should be under the control of the government and people of Canada. Yet here we are subsidizing a section of road through the Rocky mountains, some 300 miles in length, over which it is stipulated that the Board of Railway Commissioners shall have no control and to that extent it shall remain a provincial road. Well, if it is to remain a provincial road, we have no business to assist it. But, if we do assist it and if it is desired that we should give \$12,000 a mile to assist it, certainly it is, or it ought to be, part of the bargain that this road should be under the control of the railway board.

Mr. BORDEN. Did my right hon. friend never in the past grant subsidies for the building of roads incorporated by provincial legislatures and over which the railway commission has no jurisdiction?

Sir WILFRID LAURIER. I dare say there might be some small road in some part of the country in regard to which that may have taken place, but certainly there was never any road of this magnitude. Does my hon. friend think it right that we should subsidize this railway which is a transcontinental railway to the extent of \$12,000 per mile, in the most important part of it, where it goes to the Pacific ocean, and that this railway should remain under provincial control? Does he think that it should be under the control of the government of this country?

Mr. BORDEN. My hon. friend is taking something for granted that I would not be disposed to admit when he says that the Railway Commission, even under existing conditions, will have no jurisdiction over this railway. My right hon. friend took the ground distinctly—I noticed that he seemed disposed to hedge a little about it afterwards—that no railway incorporated by a province and over which the Railway Commission of Canada have no jurisdiction should be assisted by this parliament. I think that if he looks over his own record he will find that it will not bear any such proposition.

Sir WILFRID LAURIER. Well, I am prepared to look over my own record upon this point, and I am prepared to say at once that whenever, under the government over which I presided, we asked parliament for a subsidy for a provincial railway, I am not aware that exception was taken, and if we can give any subsidy it was to some small road with regard to which it was not important to raise the question. But, under the present occasion, we are asked to subsidize a road which has been understood up to this time to be a transcontinental railway, a national railway and we have it on record that the railway is subsidized at the same time by the province, but subsidized under the express condition that it shall not come under the jurisdiction and control of the railway board. If that be the case, and if we are to sub-sidize that road without making any provision at once for its nationalization in order to put it under our control, we are sure to have a conflict of interest and of jurisdiction, and, therefore, it is better to dispose of it at the present time. If my hon. friend proposes that this government shall subsidize a railway to the extent of \$12,000 a mile in the Rocky mountains to reach the Pacific ocean, over which rail-way this government will have no control and no authority, then, it is a matter for us to consider. But I submit that in a matter of this kind it is important that there should be no ambiguity, that we should know exactly where we are, and, for my part, I think we should at once assert our authority and say that this railway, when it is subsidized, should be subject to the control of the railway board.

Mr. COCHRANE. There were ten or twelve subsidies granted in 1908 and 1910 to railways with provincial charters just in the same way as this subsidy is granted, and then my right hon. friend (Sir Wilfrid Laurier) was Prime Minister and my hon. friend from South Renfrew (Mr. Graham) was Minister of Railways. Here are the names of those railways. Here are the names of those railways with provincial charters: The Halifax and South Western Railway Company (1910); International Railway Company (1910); International Railway of New Brunswick (1910); York and Carleton Railway Company (1910); Quebec and Lake St. John Railway Company (1910); L'Avenir and Melbourne Railway (1910); The Ha Ha Bay Railway (1910); The Bracebridge and Trading Lake Railway (1910); The Lac Seul, Rat Portage and Keewatin Railway (1910); The Little Nation River Railway Company (1910); The Bracebridge and Trading Lake Railway Company (1908); The Matane and Gaspé Railway Company (1908); The International Railway Company of New Brunswick (1908); The Cape Breton Railway Company (1908);

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The North Shore Railway Company (1908); The North Eastern Railway Company (1908); The Thessalon and Northern Railway Com-pany (1908). These are roads which had provincial charters then and which have provincial charters today.

Mr. GRAHAM. May I say without offence that the Minister is wrong with regard to every one of these?

Mr. COCHRANE. You admitted last night that I was not wrong.

Mr. GRAHAM. I beg your pardon. I did not. The point is not, did the late govern-ment grant aid to roads having provincial charters; the point is, did they do so without asking that these roads should come under federal jurisdiction? Every railway which my hon. friend has mentioned is in the Act of 1910, cap. 51, section 5, and in that same act is found this provision-

Mr. COCHRANE. Which is not effective at all.

Mr. GRAHAM. The Minister of Railways is all wrong and I will read him the Act itself, a portion of which he quoted. It is:

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the board of railway commissioners for Canada may at all times provide and secure to other companies running powers, traffic arrange-ments and other rights as will afford to all railways connecting with the railway so sub-sidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connect-ing companies, and equal mileage rates between all such connecting railways; and the said board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies or upon any of the railways hereby subsidized.

Mr. COCHRANE. You have not told the whole story yet.

Mr. GRAHAM. That provision is in the statute, but the courts have held that it cannot be enforced, in the decision in the Montreal Street Railway case. The Board of Railway Commissioners were given the power, under this statute—and it has been the unanimous opinion of this parliament for years that they should have that power -to control the rates of every road subsidized by this parliament.

Mr. COCHRANE. Which is not effective.

Mr. GRAHAM. It was thought to be effective until the recent judgment of the courts. At all events, it had been the opinion of this parliament for years that where parliament gives aid to a railway the Board of Railway Commissioners shall control the rates and control the connections with other roads and all traffic agreements, in connection with such a railway. Now, which is part of the through line refused in Mr. COCHRANE

the courts having held that this parliament cannot, under that language of the statute, bind a provincial road, then, if parliament is still of the same opinion, that it has entertained for years, parliament can make to my mind what parliament should do is to declare that a railway taking this aid from the Dominion shall become a work for the general advantage of Canada, which would at once bring it under the Board of Railway Commissioners.

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Mr. BORDEN. Is there any legislation, such as my hon. friend (Mr. Graham) has read, in respect to the Halifax & South-western Railway in Nova Scotia?

Mr. GRAHAM. The name of the Halifax & Southwestern Railway appears in the statute of 1910, but I think it is that railway applying for a small subsidy for a piece of road; I do not think it is the old original grant.

Mr. BORDEN. I am not aware that such was the case when the grant was made in the first instance, although I am not sure of that. I understand that the Halifax and Southwestern Railway claims at least, that it is not subject in any way to the Board of Railway Commissioners for Canada. It undoubtedly did receive a subsidy from this parliament.

Mr. GRAHAM. I have been trying to find out how far back this statutory provision went.

Mr. COCHRANE. There were only two occasions, in 1908 and 1910.

Mr. GRAHAM. Anyway, if parliament is still of the same opinion with regard to that matter and the courts having maintained that this legislation cannot be enforced as worded, it is for parliament to find another means to carry out its intention.

Mr. COCHRANE. The courts maintained the appeal on the ground that the roads were under a provincial charter, and that being so, can we make any more effective provision by using other words in the Act? I do not see why we should fly in the face of an agreement made with one of the provinces of the Dominion and declare that something done under that agreement was not for the benefit of the people of Canada.

Mr. GRAHAM. This application was made to me as Minister of Railways, and I took the position that while wanting to aid the Canadian Northern to get a third Transcontinental line through-as the late government always showed its anxiety to promote transcontinental lines—I could not see my way clear to recommend to my colleagues the granting of a subsidy so long as that end of the Canadian Northern,

terms to come under the Board of Railway Commissioners. I will read section 8 of the agreement between the British Columbia government and the railway to make clear what I mean when I say that under it the company entered into a solemn contract that they will not be subject to the Board of Railway Commissioners. That of course leaves the shippers of Ontario altogether without any remedy as to through rates, unless they go to the British Columbia government, while as a matter of fact this road is a through road, and the through rates at least ought to be under the control of the Board of Railway Commissioners as the through rates on every other line of like nature in Canada are. This is what the agreement says:

(8) In consideration of the guarantee of the securities hereunder, the Northern Company covenants that the Pacific Company will agree that the Lieutenant Governor in Council, may from time to time, having due regard in so doing to the position and interests of the Pacific Company, and in the case of traffic destined to or originating in the other provinces of Canada, bearing also in mind the desirability of obtaining reasonable rates from points in the province of British Columbia to points in the other provinces or vice versa, modify any rates established by the Pacific Company for the carriage of freight and passengers to and from all points on the said aided lines within the province of British Columbia, provided always, that before any rates are so modified, the Pacific Company shall be heard and its interests taken into consideration as aforesaid; provided further, that if the Pacific Company shall at any time be dissatisfied with any rates so modified by the Lieutenant Governor in Council, it shall have the right to appeal from the order modifying any such rates, to the Supreme Court of British Columbia. Any such appeal shall be heard before the chief justice and one of the justices, or before two of the justices of such court (thereafter referred to as the Appellate Tribunal) who, upon any notice of appeal being given, shall be nominated by the Lieutenant Governor in Council to hear the Lieutenant Governor in Council to hear and determine such appeal. The Appellate Tribunal, in the event of any such appeal, to inquire into the event of any such appear, shall have authority, and it shall be its duty, to inquire into the whole matter, with power to call and examine on oath or otherwise such witnesses as either party may desire, to examine into, or cause to be examined into, all books, vouchers or accounts of the com-pany to call in the sestitance of such experts pany, to call in the assistance of such experts, and generally to make such investigations as it may be deemed desirable to enable it to determine the matters involved in such appeal, and thereupon it may either confirm, modify, disallow, or revise such rates so appealed against. Any rates so modified or determined by the order of the Lieutenant Governor in Council, in conformity with the provisions of this section, shall, except as modified on such appeal, be rates which the Pacific Company will be entitled to enforce Pacific Company will be entitled to enforce in respect of the services covered by such and that the straightforward way, if we are ever going to do it, is to do it now, and undertakes that it will not and that the interval of the ground that the company may

Pacific Company will agree that it will not bring or promote any appeal to the railway commission of Canada from any order made under and pursuant to the provisions of this section, and in the event of any such appeal being brought by others, that the Northern Company and the Pacific Company, will re-present to the commission on such appeal, that it is satisfied with the vates the appeal that it is satisfied with the rates the subject of such appeal, in so far as they are or have been established within the provisions of this section.

You see, Mr. Chairman how far-reaching this agreement is. They not only agree to be subject to the rates provided by the Lieutenant Governor in Council, but new machinery altogether is set up for the establishment of these rates, and the applicant has to go before two justices of British Columbia, and then if he thinks fit, appeal to the Supreme Court of British Columbia. In the Dominion of Canada we have stripped all this verbiage away and allowed the ordinary man to go straight to the Board of Railway Commissioners and get redress. For years we have endeavoured to have all questions relating to railway rates settled by one tribunal. We have here several hundred miles of a railway which is to run across the continent, and which business men in all the provinces of Canada will be using, and with respect to this portion of the line they can have no redress unless they go before the Su-preme Court of British Columbia after having applied to two justices of that province. This is not fair to the business men of Canada. It was on that ground that I refused to give aid to this road unless it would come under the Board of Railway Commissioners. If we are going to take any other ground, we at once strike a fatal blow at the good results obtained from the establishment of the Board of Railway Commissioners, because as soon as we do so, it will be open to any railway company to go to a province, get its charter, and make an arrangement with the province removing its road from the control of the Board of Railway Commissioners, and there will be no redress. It is said by the hon. Minister of Railways, and rightly, that at any time this parliament may declare this line to be for the general advantage of Canada. I presume that if it would be unfair to the province of British Columbia to do that now, it would be much more unfair to do it at any time later.

Mr. COCHRANE. If they did not do what is right.

Mr. GRAHAM. It would be unfair to the province of British Columbia to do it at any time if it is unfair now. With all due deference to the hon. minister,

get the benefit of the guarantee of British Columbia, and then in a few years take the railway away from British Columbia jurisdiction. I think we ought to come out in the open, and if it is our policy to aid transcontinental lines of railway and leave them outside the control of the Board of Railway Commissioners, sav so plainly, and let the government take the responsibility of that policy. But to say that, after the company gets the benefit of the guarantee from British Columbia, we may pass an Act declaring the road to be for the general advantage of Canada, I think is not the proper way to deal with the matter. This applies also to other roads to which we are giving aid. Parliament has acted for years on the principle that when it grants aid to railways those railways must come under Dominion jurisdiction. I feel quite strongly that before this measure goes through, we ought to have some understanding as to the jurisdiction of the Board of Railway Commissioners, and for one I cannot see my way clear to favour a policy that will at one stroke, with re-spect to this line, and this will apply to all other lines that may be projected—undo the work parliament has for years been endeavouring to accomplish.

Mr. COCHRANE. When the hon. gentleman recommended to council the approval of the agreement between the railway company and British Columbia, did he not know that this was a transcontinental line? Yet he raised no objection.

Mr. GRAHAM. They did not at that time come for aid; but when they did come I said we would not give them aid unless they would come under the junisdiction of the Board of Railway Commissioners.

Mr. COCHRANE. That makes no difference. It seems to me that when a province gets a railway constructed, this parliament owes it to the province to grant aid to it, as well as to any private company. I do not see where the difference is.

Sir WILFRID LAURIER. The difference is this: The company which has undertaken to build this road, which we know to be transcontinental in its character, which the company intended should be a transcontinental company, has gone to the province of British Columbia for assistance, to which there is no objection at all. But let us consider the terms on which assistance has been given by British Columbia. British Columbia keeps control of the railway in its own hands, not only with reference to traffic which originates in British Columbia, but to traffic which may be transcontinental in its character. You have only to look at the agreement to see that this is the case:

Mr. GRAHAM.

In consideration of the guarantee of the securities hereunder, the Northern Company convenants that the Pacific Company will agree that the Lieutenant Governor in Council may, from time to time, having due regard in so doing to the position and interests of the Pacific Company, and in the case of traffic destined to or originating in the other provinces of Canada, bearing also in mind the desirability of obtaining reasonable rates from points in the province of British Columbia to points in the other provinces or vice versa.

That is to say, traffic originating in the other provinces, to go to British Columbia, or traffic originating in British Columbia to go to any of the other provinces—in all such cases the province of British Columbia keeps in its hands the right to determine what the tolls shall be.

Mr. BORDEN. Do I understand my hon. friend to argue that the Railway Commission of Canada has no jurisdiction over through traffic on this line?

Sir WILFRID LAURIER. That is what the agreement says. This is a provincial charter and the railway is situated alto-gether in the province of British Columbia. I doubt very much if, under such circumstances, the commission has any jurisdic-tion over that railway. I do not think it has, I think that the commission has jurisdiction only over companies which have derived their charter and their powers from this parliament. The company which is now before us is not the Canadian Northern, it is the Canadian Northern Pacific. It is not a Dominion Company but a local company. The road is altogether situated in the province of British Columbia. It is subsidiary company to the Canadian Northern, but is not the Canadian Northern itself, it is a local road altogether which operates within the province of British Columbia. My opinion, therefore, is that the Railway Commission has no jurisdiction over that piece of road and I think I am absolutely right in my opinion. There is this further fact. This local company has covenanted with the government of British Columbia that it will not under any circumstances come under the Railway Commission. This is what the covenant says in that regard:

The Canadian Northern railway undertakes that it will not, and that the Pacific Company will agree that it will not, bring or promote any appeal to the Railway Commission of Canada from any order made under and pursuant to the provisions of this section, and in the event of any such appeal being brought by others, than the Northern Company, and the Pacific Company will represent to the commission on such appeal, that it is satisfied with the rates the subject of such appeal in so far as they are, or have been established within the provisions of this section. Mr. BORDEN. It is perfectly clear that the Canadian Northern Railway Company cannot make any agreement with the government of British Columbia, or with any other government, that will oust the jurisdiction of this parliament.

Sir WILFRID LAURIER. Certainly not, but the point is that at the present time this company is declaring that it will not eome before the Railway Board so far as it is concerned. The point I make is this: If the Company which has made this agree-, ment with the province of British Columbia, which has covenanted that it shall not under the Railway Commission come created by the Canadian parliament, comes here for assistance out of the national treasury, I submit it should become a national road and be subjected to the control of the Canadian parliament. That is the position I take whatever may have been cone in the past either by the Company or by the government of British Columbia. The government of British Columbia. The Company comes here for assistance. It asks that we give to it \$'2,0(0 a mi'e. I say if that Company gets the benefit of our laws it must also assume the burdens and the obligations of our laws, and the mo-ment it comes here asking to be subsidized out of the national treasury, it seems to me there can be no question at all that it must be subject to the provisions we have made for the protection of those who use' the Canadian railways.

Mr. BORDEN. I am not aware of the exact terms of the decision to which my hon. friend from South Renfrew has alluled, but I direct attention to what seems to me to be the very plain interpretation of the Railway Act. Let us look at the situation for one moment: The Minister of Railways, in answer to the member for South Renfrew (Mr. Graham), has pointed out some ten instances, in which federal aid was given to railways incorporated under provincial charter, which are not subject to the Railway Commission except by virtue of the provisions enacted in 1908 first, and afterwards in 1910, to which my hon. friend (Mr. Graham) has alluded. am not at all satisfied that that provision was made in respect of some of the railways that have been alluded to. I am very confident it will be found upon examination that no such provision was made in re-spect of the Halifax and South Western railway in the province of Nova Scotia.

Mr. GRAHAM. I said I thought the Halifax and South Western railway that my hon. friend referred to was not the same line, and the item did not refer to the same piece of road that the hon. leader of the government did. He referred to a subsidy granted years ago, I think before the road was formed. Mr. BORDEN. Yes.

Mr. GRAHAM. The Minister of Railways read clause 2 of chapter 51 of the Halifax and South Western Railway Company's Act for a line from Lunenburg to Bridgewater. That was in lieu of the subsidy granted under chapter 63 of the Act of 1908 for 12 miles. That was the item read by my hon. friend, and that having passed in 1908 did come under this section. That was what I was pointing out.

Mr. BORDEN. I think I am entirely correct about that, and I think I am also correct in the statement that we have got here a road of perhaps 371 miles in Nova Scotia, including its branches, that was aided out of the federal treasury without any provision whatever that it should be subject to the provisions of the federal Railway Act. That is a direct illustration of what my hon. friend the Minister of Railway argues. But when the answer which my hon, friend on the other side makes is this: That by the terms of the statutes of 1908 and 1910, a certain provision was made which would give to the Board of Railway Commissioners for Canada jurisdiction over the rates upon these roads. My hon. friend from South Renfrew immediately proceeds to say, by virtue of the judgment which has been rendered in connection with this matter by the court of highest resort that the dispositions which were so made in 1908 and 1910 by Act of this parliament have proved absolutely useless for the purpose.

Mr. GRAHAM. That is my opinion, and the member for Three Rivers has gone out to see if he can find the case that will clear the matter up. The question as to whether the federal government would appear in that case came up when I was Minister of Railways, and in order to have the matter definitely settled as to our rights, if I remember correctly, instructions were given and the Justice Department did appear at the hearing. My recollection is that the decision of the Judicial Committee of the Privy Council was that the federal government has no jurisdiction over a road with a provincial charter, whether it connects with a through road or not.

Mr. PUGSLEY. I remember the decision in that case, and my recollection is that it was held that the board had no control over the rates of this interurban or Montreal Street railway that had not been subsidized by this parliament. It was connecting with a federal road but had not itself been incorporated or aided by the federal parliament, and the court held that the board had no control over its rates simply because it connected with a road which was under federal control. I am satisfied that the Privy Council did not hold that parliament had no right to impose the obligation that the rates of a subsidized road should be under the control of the Board of Railway Commissioners, and my hon. friend is evidently acting upon a different presumption because in the general law relating to railway subsidies he is proposing to re-enact this very clause. Take the case of the St. John Valley road. It is true that road was chartered by the provincial leg-islature, the same as this road in British Columbia. The provincial government is guaranteeing the bonds of that road for \$25,000 a mile, which is only \$10,000 less than in the present case, but that road is expressly under the provision of section 7 of the Railway Subsidies Act, and the moment this company accepts a subsidy it will be subject to the control of the Board of Railway Commissioners, notwithstanding that the provincial government of New Brunswick is aiding it by almost as large an obligation as the British Columbia government is aiding the British Columbia road.

Mr. COCHRANE. The Intercolonial rail-way operating the St. John Valley railway for 99 years, will the argument of the hon. member for South Renfrew (Mr. Graham) with respect to the British Columbia road coming under the control of the Railway Commissioners apply to the St. John Valley Railway operated by the Intercolonial railway?

Mr. PUGSLEY. By section 7, this rail-way which is subsidized, is brought under control of the Board of Railway Commissioners. It seems to me that in the case of the British Columbia road there is no reason for taking it out of the provision relating to railway subsidies. The same rule ought to apply that applies to the St. John Valley road and other important roads which may be deemed to be of a national character.

Mr. BORDEN. I had not quite finished the observations I was going to make with regard to the statutes as they are. Section 8 of the Railway Act is in these words:

Every railway, steam or electric street railway or tramway, the construction or oper-ation of which is authorized by special Act of the legislature of any province, and which connects with or crosses or may hereafter cross any railway within the legislative authority of the parliament of Canada, shall, although not declared by pagliament to be a although not declared by parliament to be a work for the general advantage of Canada, be subject to the provisions of this Act relating to-

(a) the connection or crossing of one railway or tramway with or by another, so far as concerns the aforesaid connection or crossing;

(b) the through traffic upon a railway or

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that, in the case of railways owned by any provincial government, the provisions of this Act with respect to through traffic shall not apply without consent of such government.

I did not know on what ground the tribunal which gave the judgment to which my hon. friend has alluded proceeded. The language here seems to provide as clearly as language can provide that the Board of Railway Commissioners for Canada shall have control over through traffic. If one. were to read it without the unnecessary words it would be: 'Every railway, the construction of which is authorized by special Act of the legislature of any province and which connects with any railway within the legislative authority of the parliament of Canada, shall, although not declared by parliament to be a work for the general advantage of Canada, be subject to the provision of this Act relating to through traffic.' It seems to me there can be no question as to its meaning. Further than that, I am informed that the Board of Railway Commissioners of Canada have exercised jurisdiction over through rates on the Canadian Northern railway between Winnipeg and Port Arthur; yet my hon. friends on the other side know that as well as I do that fortythree miles of that line are within the United States of America, and not within the territorial boundary of Canada at all. For these reasons, it seems to me there would be no practical difficulty. But if there is any practical difficulty about it, I think my hon. friends opposite will recognize that it is a subject that ought to be dealt with by a general enactment which would not only cover this case, but all the cases to which my hon. friend from South Renfrew (Mr. Graham) has alluded. Why make special legislation about this particular case, if there are the other cases, as he has said, which were intended to have been covered by the provisions of the Act of 1908 and the Act of 1910, but which, according to the judg-ment to which he has alluded, which I have not seen or examined, were not so included?

Sir WILFRID LAURIER. In this particular Act we make a special case. But this very day we have passed to its third reading a Bill providing that certain railways shall be subsidized, with the condition that, whether incorporated by prov-incial charter or otherwise, they shall be under the control of the Board of Railway Commissioners of Canada. My hon. friend stated at the beginning of this discussion that the late government subsidized provincial railways without, perhaps, taking the guarantee of having them subject to (c) criminal matters, including offences and penalties; and (d) navigable waters: Provided possible. But we learn by experience,

and the last Act which we introduced, that of 1910, does contain this provision: That is a part of the conditions upon

which the subsidy is given. Any company accepting the generosity of parliament is made subject to the jurisdiction of the Board of Railway Commissioners. And this very day, as I have said, we have this very day, as I have said, we have passed a Bill applying this condition to many different railways, and yet it is proposed now to make this particular railway exempt from the conditions imposed upon the others. Is there any reason in the world why this railway should be exempted from this condition? I say, on the contrary, there is every reason why this railway should be subject to this condi-tion. This is to be a transcontinental railway, and, for my part, I view the pro-ject with a great deal of favour. I hope this railway will be in existence before many years are over. We want transcontinental railways now. The experience of this year shows that there are not too many of them. We must have this railway; but we must have it upon conditions that make it really a through railway. What is the reason for exempting this We have it here in plain words. road? The company has been weak enough, in accepting a subsidy from the province of British Columbia to agree that under no consideration shall it be subject to the board. Well and good; if this road is to be built by the assistance of the British Columbia government and not by the assistance of Canada, we have no more to say. They are within their own rights; but if they come here for the bounty of parliament, it is essential that we should maintain with regard to this railway the same conditions which apply to other railways that have accepted the bounty parliament.

Mr. BORDEN. I am fortified in the view I have expressed by the provision which the right hon. gentleman himself has quoted, including part of section 8 of the agreement between the Canadian Northern and the province of British Columbia:

The Canadian Northern railway undertakes that it will not and that the Pacific Company will agree that it will not bring or promote any appeal to the Railway Commission of Canada from any order made under and pursuant to the provisions of this section, and in the event of any such appeal being brought by others, that the Northern Company and the Pacific Company will represent to the commission on such appeal, that it is satisfied with the rates the subject of such appeal, in so far as they are or have been established within the provisions of this section.

Both parties to this agreement, appar- which the Bill pertains, if the statement ently, were of opinion that the Railway Commission of Canada would have juris- Graham), is accurate, wherein he said that

diction for the reasons I have urged this morning. But they agree that, so far as they are concerned—and it is prefectly competent for them to make this agreement-they will not exercise the right which the law confers upon them. That, of course, is not binding upon any one else. If the Canadian Northern railway sees fit to agree that it will not appeal from any rates imposed upon it by the authority of the government of British Columbia, has the public of Canada as a whole any just reason to complain of that? I think not. So far as the general public of Canada are concerned, this agreement does not purport to take away their rights, and if it did, it could not possibly take away the rights of any man in Canada under the legislation of this parliament. This agreement recognizes the authority of the Railway Commission of Canada, but it provides that the Cana-dian Northern Railway Company shall not take advantage of the federal statute. This is the strongest possible confirmation of my argument.

Mr. PUGSLEY. That being so, then why not apply to this company the same provision in section 7 which parliament has applied to all other companies which have received subsidies, namely, that their lines should be subject to the Board of Railway Commissioners?

Mr. BORDEN. Because, under section 8 of the Railway Act, any road which connects with another road under the authority of this parliament is subject, so far as its through traffic is concerned, to the jurisdiction of the Board of Railway Commissioners.

Mr. PUGSLEY. Then why has the Minister of Railways thought it necessary to put in a special provision applicable to all other roads like the St. John Valley road, the road from Montreal to James Bay, and the one down at Matane, all of which are connected with one of the big railroad systems? Why has he thought it necessary to put in a special provision with regard to all these companies, and leave it out in regard to the Canadian Northern Pacific Company, and have a special Bill for that company in which that safeguard is left out?

Mr. BORDEN. My hon. friend will understand that in the preparation of that Subsidies Act the Minister of Railways has included a provision which was adopted, I think, in 1908. But this will undoubtedly have to be reconsidered, and further legislation enacted in regard to the matter to which the Bill pertains, if the statement of my hon. friend from Renfrew (Mr. Graham), is accurate, wherein he said that that provision has been held to be inoperative by the tribunal of last resort.

Mr. GERMAN. I would ask the first Minister if he thinks that on the passing of this Bill, and the paying over of the subsidy money set out in the Bill to the Canadian Northern Company, the fact of their receiving that subsidy will bring that portion of their road within the jurisdiction of the Railway Boara?

Mr. BORDEN. I have not touched that question at all. I was dealing altogether with the effect of section 8 of the Railway Act, which does not depend for its application upon the granting of a subsidy, but upon the connection of the road with any other road which is under the legislative authority of this parliament.

Mr. GERMAN. That appears to be the crux of the situation. Now, they are either under the control of the Railway Board if they receive this subsidy, or they are not. I cannot myself imagine that the decision to which my hon. friend from South Renfrew (Mr. Graham), has alluded goes to the length of saying that a company re-ceiving such subsidy does not come within the jurisdiction of the board, because that seems to be a condition precedent to their accepting the subsidy. The statute seems to be fairly plain. If they accept the sub-sidy, then they bind themselves practically to come within the jurisdiction of the board. In view of the decision, that is my opinion, and this company will come within the jurisdiction of the board if they accept this money. I cannot think otherwise in reading that section of the statute, if the decision does go so far as so to decide. Now it appears to me that there is a connot take this road outside the jurisdiction of the board, if they accept the money. The opinion appears to be, even of the government, that if this road accerts the money, and the decision of the Judicial Committee of the Privy Council takes them outside the jurisdiction of the board, some additional legislation is needed to keep, them within the jurisdiction of the board. Then I say before we pass this Bill, let us see to what extent that decision goes, and if it goes to the extent of removing them from the jurisdiction of the board, then let us put a clause in this Bill to keep them under the jurisdiction of the board. That is what I understand the government ex-pects will be the case, and that is what this parliament should decide, and that is what this Bill should say. Because that company has received enormous sums of money from the Dominion and provincial governments, greater I believe than even menting clause, about \$5,000,000 in respect the Canadian Pacific railway received, and to the Mountain section. Now I would like

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if we are now to allow them to receive \$12,-000 a mile and remain outside the jurisdiction of the board for that section of their line, our action will not meet with the approval of the people of Canada. It does not meet with the approval of the majority of the members of this House, if they truly express their opinions, and I doubt very much if it meets with the approval of the right hon. the Prime Minister. So I say if that decision goes to the length of putting them outside the jurisdiction of the Rail-way Board, then, before we pass this Bill and grant them this money, we should put such language into the Bill as will bring them clearly within the jurisdiction of that board.

Mr. BORDEN. I am bound to say, without having examined, as I understand my hon. friend has done, the decision alluded to, that I would be much of his own opinion as to the construction and operation of that statute. But for the purpose of the argument, I have been adopting the view that has been expressed by the hon. member for South Renfrew, who has given the subject more attention than the other members of this House. I think my hon. friend is not perhaps quite accurate in saying that this road has received greater aid than any other road.

- Mr. GERMAN. I mean the whole system.

Mr. BORDEN. I was speaking more particularly of this branch of it, and I understood my hon. friend to allude to that.

Mr. GERMAN. No, I meant the whole system.

Mr. BORDEN. I think if my hon. friend examines the figures he will find that he must reconsider his statement, if he takes the whole system. So far as this Mountain section is concerned, I do not think the Canadian Northern railway has received as great aid, even with this subsidy, as the Grand Trunk Pacific road, because I think that upon that Mountain section the Grand Trunk Pacific will eventually become entitled to a bond guarantee of about \$50,-000 a mile, and the interest which must be provided by the government in respect to that guarantee will amount to about \$10,-500 per mile, that is, interest at 3 per cent for seven years. The Canadian Northern railway, over the same distance, will re-ceive a bond guarantee of \$35,000 a mile, and a subsidy under this Bill of \$12,000 per mile. Then in addition to that, we are bound to make up to the Grand Trunk Pacific, under the construction which the Privy Council has placed upon the imple-

to put this to the hon. member from Welland (Mr. German), who has argued this question very fairly. It the province of British Columbia should desire, with respect to local rates in its own territories. to have these rates controlled by a special tribunal which it establishes, is it not a reasonable proposition, and if these rates so established by that tribunal—I am re-ferring altogether to local rates—should be lower than the rates which the Railway Commission should establish, and if the Canadian Northern Railway Company, for the purpose of securing aid from the pro-vince of British Columbia, is willing to accept those rates, would any detri-ment to the public interest in Canada be occasioned by an arrangement of that character? As far as through rates over the road are concerned, I am at once with my hon. friend in what he has said, but in respect to local rates, presumably lower rates, which may be created by a special tribunal in British Columbia, I am at a loss to see what detriment there can be to the public interest in permitting the railway company in British Col-umbia, to carry out an arrangement of that kind. It is after all no more in its effect than the arrangement which was sanctioned by this parliament, I think about ten years ago, with respect to the Canadian Northern railway operation in Manitoba. I am not sure whether my hon. friend was a member of the House, but I think he was, when that arrangement was carried through. It was necessary to bring in legislation to carry out that proposition, and this parliament, after considerable debate, sanctioned the arrangement, it was carried out, and I believe it has been carried out with very great advantage indeed to the producers of Manitoba in respect to grain carriage. The arrangement which was proposed with this railway, and under this agreement with British Columbia, is, after all, nothing more than that. So far as through rates are concerned they must be, and I think they are within the control of the Board of Railway Commissioners.

Mr. GERMAN. That is the whole question. I should think they are.

Mr. BORDEN. I think they are, I gave my reasons for so thinking and I believe my hon, friend will agree with me in that matter. But so far as local rates are concerned, if the province desires to make an arrangement, if the railway company is willing to agree to it, and if a certain tribunal shall be established there, which may make lower rates within the province for local traffic, surely the public interest will not suffer any detriment by the carrying out of such a proposal.

Mr. GERMAN. I do not care anything about interfering with the province of British Columbia as to any arrangement they may make with the road about reducing local rates, but will the right hon. gentleman say that, if the decision of the Privy Council goes so far as to declare that this company, as respects that portion of the line, 500 and some odd miles in length, is not within the control of the railway board, as to through rates, he will bring the company within the control of the railway board as to through rates?

Mr. BORDEN. My hon. friend will realize of course, that this railway is not going to begin its operations to-morrow.

Mr. GERMAN. But you are giving them the money to-day.

Mr. BORDEN. I know we are, but the question of operation and rates will not arise to-day, nor to-morrow, nor this year, nor perhaps next year. Hon. gentlemen realize that the Canadian Northern has already the status of a transcontinental railway and that it will perfect that status when the line from Port Arthur to Montreal shall have been completed and when the railway shall have made its arrangements for connection with the maritime province ports. Every one in this country realizes, of course, that, with respect to through rates, the Board of Railway Commissioners must have jurisdiction. This parliament has power so to declare.

Mr. GERMAN. Do it now.

Mr. BORDEN. My hon. friend is perfectly reasonable in his remarks with regard to the matter, except with respect to the improper haste with which the desires to deal with this railway to the exclusion of the other railways which have been mentioned by the hon. member for South Renfrew (Mr. Graham). I prefer to deal with these maters in a comprehensive way, and to remedy all such difficulties. My hon. friend desires only to deal with this subject in regard to this particular railway. It is a subject which must engage attention of parliament, but I repeat that this railway has the status of a transcontinental railway. Therefore, in so far as its through rates are concerned, the Board of Railway Commissioners for Canada must have jurisdiction.

Mr. GRAHAM. I want to be fully understood in my remarks in reference to the decision of the judicial commitee of the Privy Council. My conception is that the judicial committee of the Privy Council have said that the Board of Railway Commisioners for Canada have no jurisdiction over the rates or anything else con-

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nected with railway lines possessing prov-incial charters. I find the clause which I referred to in the statutes as far back as 1906. It may have appeared before that but I have not gone farther back than that Perhaps the decision of the Privy year. Council refers only to the general situation as to federal jurisdiction over a road having a provincial charter, and that the Dominion, by putting that clause in the Subsidy Act, successfully overrides that decision, try making it a part of the contract to be entered into by every company that it must come under the jurisdiction of the Board of Railway Commissioners. I am not sure as to that, but if that be the case, then all that would be necessary would be to put that clause in this Act. That clause is not in the Bill now before the committee. I want to make it very clear that I am not objecting to aid this railway; in fact, I would be willing to go twice as far but I am standing out strongly for the principle of fed-eral control of subsidized railways. I am not speaking from the legal standpoint, but if there is anything that can be done, I am willing to acquiesce. My object is to retain control over the rates. As far as local rates are concerned, that is a domestic matter to a large extent, although I might point out that in addition to the question of rates there the question of connection with other roads and interchange of traffic which will affect through rates, and we ought to place the control of all that sort of thing under the Railway Commissioners. If this decision of the Privy Council does not go to the length of depriving us of control altogether, I would be satisfied with the placing of any-thing in this Bill which will retain for the Dominion, control over through traffic on this line. In so far as being opposed to aiding this road is concerned. I may say that I have been one of the strongest advocates of this line in parliament. I think I would be willing to go twice as far in aiding the road in order to keep control but I am not going to relinquish control particularly of through rates on a trans-continental line, because we want to get all the benefit that we had hoped to get from this third transcontinental line.

Mr. BORDEN. Mv hon. friend, if he at all agrees with the observations I addressed to the committee a few minutes ago, in answer to the hon. gentleman for Welland (Mr. German), will realize the inadvisability of our passing any legislation here involving the violation of a distinct agreement between the railway company and the government of British Columbia with respect to purely local rates within that province. I see no reason

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why the province should not exact some such control with respect to local rates. On the other hand, I entirely agree in so far as through traffic is concerned, that the road must be put under the control of the Board of Railway Commissioners for Canada. I think all that is kept perfectly open by the measure which my hon. friend the Minister of Railways has introduced.

Sir WILFRID LAURIER. My hon. friend (Mr. Borden) forgets that the agreement which has been passed between the company and the government of British Columbia provides for the control by British Columbia of through rates as well as local rates. If it were only local rates, nobody would have anything to say about it, but here is what the agreement says on that point:

In consideration of the guarantee of the securities hereunder, the Northern Company covenants that the Pacific Company will agree that the Lieutenant Governor in Council may, from time to time, having due regard in so doing to the position and interests of the Pacific Company, and in the case of traffic destined to or originating in the other provinces of Canada, bearing also in mind the desirability of obtaining reasonable rates from points in the province of British Columbia to points in the other provinces or vice versa.

This agreement provides for the control by British Columbia of not only local rates but through rates as well. This road is a provincial road at present, it is alto-gether in the province of British Columbia; there is nothing in it which tends to make it a federal road, and this legislation conceives that although the bounty of this parliament is granted to it, it shall still remain a provincial road outside of the control of this parliament. If it were the intention to make this road subject to the jurisdiction of the Railway Commissioners, nobody would have anything to say against it, but that is not the intention of the Bill. The Minister of Railways told us that this question could be decided later on if there should be a conflict, but I submit to the common sense of parliament that if ever there is a time to settle that question it is now. We are all anxious to give this road a subsidy; there is not a word of dissent on that point; we are anxious that this section /of railway should be constructed, but we believe that having obtained a federal subsidy it should be subject to the laws of Canada and to the jurisdiction of the Railway Board. Unless the minister brings in an amendment to say that this railway shall be under the control of the Railway Commission, for my part I shall have to move an amendment to that effect later on. There can be no equivocation on this, for in my humble judgment the moment this com-pany receive the bounty of the Dominion parliament, it should be subject to the jurisdiction and control of the Board of Railway Commissioners for Canada.

Mr. OLIVER. There will necessarily be a great deal of interprovincial traffic, as between British Columbia and Alberta, and I wish to know whether such traffic would be considered to be local traffic or through traffic.

Mr. BORDEN. I should think it would be regarded as through traffic.

Mr. OLIVER. In that case, in the part of the country I represent, it is very important that this question should be decided before the Bill passes.

Mr. GOODEVE. The leader of the government has made clear the exact legal status of this railroad under this Bill, and may I be permitted to say a word in regard to the local conditions? Probably the underlying reason why the government of British Columbia asked the Canadian Northern to enter into this agreement, was purely of a local nature. We in British Columbia, in the past, have had consider-able difficulty with the Transcontinental railway in regard to our rates, they being fixed higher on freight and passengers and on express than in any other portion of the Dominion. The ground taken for the fixing of these rates has been that the additional cost of operation over this Mountain section must be met by higher rates in British Columbia. That very question has been dealt with fully over and over again in this House, and having in mind the exactions that have been taken out of the province of British Columbia by the Canadian Pacific Railway, the government of that province when it undertook to guarantee to such a large extent the bonds of this portion of the road, which really is part of the Transcontinental railway, they tried at the same time to remedy the existing grievances. They had not been satisfied in the past with the ruling of the Railway Commission with regard to rates as applied to British Columbia, and they felt that they had not had fair treatment in the matter. Therefore, they got to-gether with the Canadian Northern and they entered into an agreement whereby the railway company would submit itself to this new tribunal, which was agreed upon, and set forth in the provincial legis-tion on the subject. They agreed that in so far as British Columbia is concerned, the local rates would be under the control and jurisliction exclusively of that prov-ince and they further agreed that even though that tribunal made a rate which the railway company might think was too low, they would not appeal to the jurisdiction of the Railway Commissioners for Canada. They, by mutual agreement, say that in that particular case where it affects

local conditions they will not appeal from the jurisdiction stipulated for, to the jurisdiction of the Railway Commission.

Mr. GERMAN. Why should the province of British Columbia have some exclusive right or jurisdiction over a transcontinental railway within the limits of that province, which no other province in Canada has?

Mr. GOODEVE. For the very reason that there are local conditions, geographical and topographical, in that country which do not exist elsewhere, and for the further reason that the people of British Columbia do not consider that in the past they have been receiving that treatment from transcontinental railways they think they are entitled to. The province of British Columbia further says that in undertaking to guarantee the interest on the building of this road, they should get something in return, and so the Canadian Northern railway and the British Columbia government mutually agreed to these conditions. Hon. gentlemen in this House and particularly my hon. friend from Edmonton (Mr. Oliver), have on previous occasions raised the question of the in-creased rates in the western part of the country and particularly in British Columbia, and it seems to me it would be very unfair for this parliament to intervene to prevent British Columbia getting lower rates under this agreement. After the opening of the Panama canal, we shall have still greater interest in that interprovincial traffic. That is the underlying reason why the province of British Columbia made this specific agreement. As has been pointed out over and over again this morning, if at any time we find that this arrangement is not working out fairly to the whole people of Canada, all that we have to do is to declare this railway to be a work for the general advantage of Canada, and section 8 of the Railway Act applies to it. For these reasons, I think both sides of the House should agree to let this measure go through. We need this railway; we need all the railways we can get through that country; we want low rates; and we believe that control of the railway by the people who are served will give us the best conditions. This is not a party question; it is purely a question of business arrangement; and these are the underlying reasons that led the province of British Columbia to make this specific agreement. If any manufacturer or shipper of eastern Canada objects to the rates charged over this railroad running through British Columbia, he will have the right to appeal to the Railway Commission. That right is not taken away.

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Mr. GRAHAM. Not under that agreement?

Mr. GOODEVE. Yes, under the Railway Act. All that the people of British Columbia want is to see that we have just treatment; and in the event of our finding that we do not receive all that we ought to receive from the Railway Commission, we have another tribunal before which we can go.

Mr. GERMAN. You have that already in the agreement. The Board of Railway Commissioners cannot take it away from you.

Mr. GOODEVE. But unless you leave this matter as it is the people of British Columbia might infer that an injury was being done to the province, because you would be depriving it of an advantage which it has now.

At one o'clock, committee took recess.

The committee resumed at three o'clock.

Mr. GERMAN. I have looked at the decisions in the case of the Montreal Street Railway Company which was referred to this morning. I was under the impression until a moment ago, that this particular portion of the Cana-dian Northern Pacific Railway Company was under a Dominion charter, but I find that it is exclusively under a provincial charter, and therefore, it seems to me, the decision of the Privy Council is applicable to this case. The judgment of the Supreme Court of Canada in the case of the street railway referred to was placed on a ground different from that on which the Judicial Committee of the Privy Council bases its decision. The Supreme Court held that there had been an agreement entered into between the Montreal Street Railway Company and certain citizens of the city of Montreal, that that agreement must necessarily be carried out, and that the Board of Railway Commissioners should not overlook that agreement, but should take it into consideration in giving their order in regard to the traffic which passed over the two lines, one being a Dominion and the other a provinical line. The Judicial Committee of the Privy Council on the other hand decided very emphatically that the Board of Railway Commissioners had no control or jurisdiction over a railway company incorporated solely by provincial enactment. Such is the Montreal Street Railway Company. That company had an arrangement with an electric railway company which possessed a Dominion charter, and it was thought by reason of that fact the provincial company was held subject to the control of the Board of Railway Mr. GOODEVE.

Commissioners. It was argued that the two companies should, and must, come under one central authority as to the regulation of their traffic arrangement. But the Privy Council held that the Dominion company was under the control of the Railway Board as to its traffic arrangements, whereas the provincial company was under provincial control in that regard, and it could not, and should not, be assumed that the two sources of control would not act conjointly to bring about a regulation of traffic which would be consistent and which would work to the general advantage of the public, and they held emphatically that the Railway Board had absolutely no jurisdiction of control over a company incorporated by provincial legislation. That being so, it is quite certain that our statute does not apply to this company, and if we grant this subsidy to the Canadian Northern Pacific Railway Company for its 500 miles of line in British Columbia for which it holds a provincial char-ter, we are giving that money to the company without any control what-ever over traffic arrangements in the province, or any control over its through traffic that may pass over that line. I do not think that we ought to do that. The first minister has stated, if I understood him properly, that he did not think that the company should be beyond the control of the Dominion parliament and the Railway Board, but that some time in the future if this railway was operated to the disadvantage of the people of Canada, the government or parliament might do something to remedy the grievance. I think that now is the time to make such provision in order to protect the general pub-lic interests of Canada and place in this Act the same conditions as are placed in other railway subsidy Acts, so that this company will, without doubt, be under the control of this parliament and the Railway Board.

Mr. GRAHAM. I think the views of hon. gentlemen have been placed pretty strongly before the committee, and in order not to prolong the discussion I beg leave to move the Bill be amended by adding the following, as section 8:

The granting of such subsidy and the re-ceipt thereof by the said company shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other comments and other rights as will afford to all railways connecting with the railway so sub-sidized reasonable and proper facilities in exercising such running power, fair and rea-sonable traffic arrangements with connecting companies, and equal mileage rates between

over the rates and tolls to be levied and taken by said company upon the railway hereby subsidized: Provided always that any deci-sion of the said board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Mr. BORDEN. I think hon. gentlemen will realize that the government of British Columbia has undertaken, in connection with this road, a very large share in the development of a system of national transportation in Canada from the Atlantic to the Pacific. I have already said, and 1 repeat, that everyone in this country who has any knowledge of the history of the Canadian Northern railway realizes that it has already acquired—indeed it acquired many years ago—the status of a transcon-tinental railway. What then is the posi-tion? The province of British Columbia has gone beyond any other province in Canada in assuming a very great burden in aid of the construction of that line in question. It has provided for a guarantee of \$35,000 per mile of that road from the eastern limits of British Columbia to the western terminal of the railway. Why it was left for the province, rather than the Dominion, to undertake the burden of that assistance in order to bring about the construction and completion of that road, I do not intend to discuss or consider at the present time; it is sufficient that the province of British Columbia has done what I have just now stated. The very substan-tial assistance thus afforded by the province of British Columbia to road, in view of the enormous that cost very great portion of a of it, was not so large as that which has been accorded by the parliament of Canada to other roads built through the same difficult country. Therefore, it has been thought only just that in addition to the very great measure of assistance afforded by British Columbia to what is in truth a national undertaking, that the government of Canada should give the assistance that is pro-posed by this measure. Now, the govern-ment of British Columbia in proposing to grant assistance to this national undertaking stipulated for a certain control of rates, which is set forth in the agreement already quoted, which provides that the prov-ince shall have a voice not only in respect of local rates, but in respect of through rates as well. I have already explained to the committee that according to my understanding of the legislation of the parliament of Canada-whether that be intra vires or ultra vires-the intention is unmistakable, that the parliament of Canada, so far as through rates upon any

not examined the decision which my hon. friend from Welland (Mr. German) has quoted. I take his word for it that the Judicial Committee of the Privy Council has declared in effect that section 8 of the Railway Act of Canada is beyond the powers of this parliament.

Mr. GERMAN. As to provincial companies.

Mr. BORDEN. Yes, as to provincial companies. If that be the case, it would follow, as my hon. friend from Welland has said, that the Railway Commission of Canada would not, in respect of through rates, have any authority over this road. So far as that is concerned, the same reso far as that is concerned, the same re-sult would follow in respect of the ten other roads which have been enumerated by my hon. friend the Minister of Railways and Canals (Mr. Cochrane) this morning. Therefore, it would appear to me that the wise course in dealing with the situation wise course in dealing with the situation is not to pass legislation in respect to one road only, particularly a road aided as this road has been by a province although it forms part of a national undertaking, but to deal with the situation by general legislation. That is the course the government think it wiser to pursue under the circumstances.

There is another consideration which would deter us from hasty legislation in this matter, and that is the consideration that the province of British Columbia having come to the assistance of this road by legislation of that province confirming an agreement which has already been quoted in its essential features and undertaking to guarantee the securities of that road to the extent of \$35,000 a mile, it would be unwise and it might be very harm-ful and unjust for this parliament to adopt hasty legislation which might in-terfere with the placing of these securities which are guaranteed by the prov-ince of British Columbia. These securities presumably are based upon the agreement which has been confirmed by legislation of the province of British Columbia, and the securities derive their force and validity from the agreement in the first place and the legislative sanction in the second place. It certainly must occur to every hon. gen-tleman in this House that parliament should not hastily adopt any amendment of the Bill now under consideration which would have the effect of creating doubt or distrust in the minds of those investors in the mother country, perhaps in other coun-tries who have already proposed or who may in the future propose to invest in these securities. And I adhere entirely to what I stated this morning that, so far as through traffic over this road is concernsuch road are concerned, has jurisdiction, and that authority shall be exercised by the Federal Railway Commission. I have

competent to take that course not only with regard to this road but with regard to all the other roads mentioned. We have the power in our own hands, and we propose to see to it that, so far as through traffic over that road is concerned, the Railway Commission of Canada shall have jurisdiction.

But I would point out to my hon. friends on the other side that they were not so exceedingly particular in this respect ten or eleven years ago when we had the legislation of the province of Manitoba under consideration by this parliament. There was an agreement between the province of Manitoba and this same railway which agreement is embodied in the schedule of the Act of this parliament, chapter 53 of the statutes of 1901. It is perfectly true that the Railway Commission of Canada had not then been constituted, but the Railway Committee of the Privy Council had a like jurisdiction over rates on railways within the legislative authority of the parliament of Canada. I cannot at the moment lay my hand on the clause, but there is a clause there in regard to rates.

## Mr. GRAHAM. I admit that.

Mr. BORDEN. And the control of rates was not confined to the limits of Manitoba, but the government of Manitoba were to exercise under that statute control of rates extending as far as Port Arthur. The parliament of Canada went very much further in that case than we are asking parliament to go in the present instance. I have now found the agreement between the government and the Canadian Northern Railway Company in that case. It is embodied in schedule B of the statute I have alluded to, chapter 53 of the Acts of 1901, as follows:

In consideration of the guarantee of the said bonds and the assignment of said lease and option, the company hereby agrees that up to the 30th day of June, A.D. 1930, the Lieutenant Governor in Council shall from time to time fix the rates to be charged or demanded by the company for the carriage of all freight from all points on the company's lines in Manitoba to Port Arthur, and from Port Arthur to all points on the company's lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines in Manitoba to all other points on said lines on the company shall be heard and their interests taken into consideration. The company agrees that it will not at any time after the said rates have been so fixed, charge or demand for carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant Governor in Council.

There was some doubt in that case as to whether or not the agreement would be valid without the sanction of this parlia-Mr. BORDEN.

ment, so the Canadian Northern Railway Company and the government of Manitoba came to this parliament in 1901, and this question was debated at considerable length. The Minister of Railways and Canals of that day, Mr. Blair, spoke upon the question; my hon. friend from Edmonton (Mr. Oliver) spoke upon it; and both these hon. gentlemen warming supported the proposition that parliament should not only decline to interfere with an arrangement of that kind but that it should by actual legislation validate it. The province of British Columbia has not come to us with any such proposal. The province of British Columbia has undertaken by agreement to guarantee these bonds and the agreement has been confirmed by provin-cial legislation. British Columbia might very well have followed the example of Manitoba and have to come to parliament asking that we should pass, as we did in the case of Manitoba, legislation for the purpose of carrying out in an effective way the arrangement made between the government of the province and the railway company. It has done nothing of the kind. But on the other hand, it is now suggested that we should actually attempt to interfere, or purport to interfere, by legislation in this parliament with an agreement made between the government of British Columbia and this railway company. I think while we adhere to the position I have already stated, that so far as their rates are concerned the Board of Railway Commissioners must have jurisdiction, it would be unwise and dangerous, and far from the public interest, to attempt any such amendment to this Bill as that which the hon. member for South Renfrew (Mr. Graham) has proposed. When we do deal with the question we should deal with it in a general and comprehensive way, so as to embrace not only this company but other companies as well to which aid has been given under similar circumstan-ces. Above all, so far as this company is concerned we should deal with the question in such a way as not to prejudice, or awaken any suspicion of prejudicing the interests of persons who have invested or who are about to invest their capital in this enterprise.

Mr. TURRIFF. The Prime Minister has argued that because the government of British Columbia have made themselves responsible by guaranteeing bonds for a large sum of money amounting to \$35,000 per mile, therefore, the government of British Columbia should have the right of fixing the rates of freight. But I would like to point out to my hon. friend that when this guarantee was made it was not expected by the government of British Columbia that the province would ever be called upon to pay one dollar on ac-

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count of that guarantee. I think every member from British Columbia, and most of the members of the House who know something about the country that the railway runs through, and know the connec-tion that the Canadian Northern railway has with the prairie provinces, and has now with the eastern provinces, will realize that the moment that road is connected up with that traffic, the business over that road will be such that the province of British Columbia, in all human probability, will never be called upon to pay a single cent on account of this guarantee. On the other hand, this parliament is vot-ing a sum of \$12,000 per mile for 550 or 560 miles, amounting to a sum of many millions, and we are paying out the cash to the assistance of this company. So it is this government and all Canada, outside of British Columbia, that is putting up the money and is assuming responsibility. Under those circumstances surely this parliament should have the right to fix the rates of freight. A great deal of the freight that originates in the province of Alberta and Saskatchewan will, in a short time, go over that road, and these are the people who are paying the subsidy, and in my judgment, the Board of Railway Commissioners is the body that ought to have the fixing of the rates of freight charged by this road, which is virtually a transcontinental road.

Mr. OLIVER. The claim made by the Prime Minister that legislation such as proposed by my hon. friend from South Renfrew (Mr. Graham) will have a tendency to weaken the security of the company guaranteed by the province of British Columbia, I hardly think is well founded. The vote of a substantial amount of \$6,000,000 in cash to put into the construction of this road will strengthen the securities much more than the amendment that has been offered could possibly weaken them.

In regard to the matter of hasty legislation, it is not those who offer this amendment who are asking for hasty legislation, it is the government and the railway company who are asking hasty and special legislation. They are asking parliament, on a few days' notice, to vote a sum of over \$6,000,-000, to their enterprise. If they are not in haste, then those who desire to protect the public interest in the matter of freight rates do not need to be in haste. If they can wait for another session for their subsidy, then certainly this legislation can wait for another session.

While this matter is important to British Columbia and important to the railway company, it is of still greater and more

pressing importance to the Dominion at large. It is not the construction of so many miles of railway that is important, what is important is the fixing of the rates and terms, and conditions upon which traffic is to be carried over these rails after construction is completed. That is where the public at large are interested to a greater degree than either the company or the province.

I say that if there is any danger to the securities of the company, if there is any danger that detriment would result in any way from the adoption of this proposed amendment at this particu-lar time, will not the same danger and the same injury result if action which has the same consequence is taken at some future time? I cannot imagine that the Prime Minister is proposing that parliament, on the authority of the government, shall pass legislation and grant a subsidy on certain specified conditions, which conditions it is intended shall be altered later on. That does not seem to be a position that the government can possibly take. Therefore, I say that if it is right that the Railway Commission should control the through rates over this road, and the interprovincial rates, let the legislation be hasty or tardy, now is the time to provide that legislation in the interest of the country at large. What has to be done should be done now. The country should not be asked to put money into this enterprise unless on certain fixed and as-tablished conditions and if the satisfac-tory conditions cannot or should not be made now, then I say that they cannot be, in fairness, established afterwards. The argument of haste is not a good one. Tt. is the company that is in haste and not the country.

But there is no reason for serious delay in the matter. The question can be dealt with undoubtedly within the time that intervenes between this hour and the probable closing of parliament. I say that where the interests involved are so tremendous and far-reaching, other matters might well stand in abeyance for a time until this tremendously serious question is settled undoubtedly in the public interest.

Mr. GRAHAM. I want to point out, in reply to my hon. friend who makes a comparison between the Manitoba Act in conjunction with the Dominion Act and the present situation, that the Dominion, I believe, made that legislation its own, by a statute passed here. If I remember correctly, the Manitoba line was not then coming to this parliament for a subsidy, the conditions in that respect were different. Mr. COCHRANE. There had been one granted though.

Mr. GRAHAM. That may be so. Then further, the Board of Railway Commission-ers had not then been established. It was merely the opinion of one Governor in Council here against the opinion of a Governor in Council in the province of Manitoba. We all recognize that, highly as we appreciate the work done by the old Rail-way Committee of the Privy Council and the opinions expressed by the Governor in Council, the situation has been revolutionized by the establishment of the Board of which affords Railway Commissioners, a speedy and just method of disposing of all these matters. Rates are not the only thing but the connections that the road shall make, the interchange of traffic and things of that kind are of the utmost importance. Personally I want to say this as to the securities, speaking on behalf of the then government and representing the then authority, that I assured the Cana-idian Northern Railway Company, when they applied to me for this grant, that un-less the road was allowed to be brought under Dominion jurisdiction the Canadian parliament would not grant them aid. but that we were ready to deal with them liberally once they agreed to come under federal jurisdiction.

Mr. ROGERS. Was that in writing?

Mr. GRAHAM. No, it was not in writing. As my hon. friend the Minister of Railways knows these things are done in conferences and discussions. But, that is the position that was taken and it will not be contradicted.

Amendment (Mr. Graham) negatived on division.

Bill reported.

Mr. SPEAKER. When shall the Bill be read the third time?

Sir WILFRID LAURIER. To-morrow.

Mr. GRAHAM. It was only read the second time to-day.

Sir WILFRID LAURIER. It can only be read the third time with the consent of the House.

Mr. SPEAKER: If I understand the rule correctly, it provides that where a Bill is reported from Committee of the Whole without amendment it is for the House to say whether it shall be read the third time then or at a future date, and it is the duty of the Speaker to ask the question.

Sir WILFRID LAURIER. When a Bill has been read once it cannot be read the second or third time upon the same day. Rule 52 is very clear upon that.

Mr. GRAHAM.

Mr. SPEAKER. The same rule goes on to say that on urgent occasions a Bill may be read once or twice or advanced one or two stages on the same day with the permission of the House.

Sir WILFRID LAURIER. But this is not urgent. This is rule 52:

Every Bill shall receive three several readings on different days, previously to being passed.

Mr. SPEAKER. Would the right hon. gentleman be kind enough to read the rest of the rule?

Sir WILFRID LAURIER (reading):

On urgent or extraordinary occasions, a Bill may be read twice or thrice or advanced two or more stages in one day.

This is neither urgent nor extraordinary except for the clause which has been reported.

Mr. BORDEN. I thought my right hon. friend was contending that it was extraordinary.

Mr. SPEAKER. At the next sitting of the House.

#### CANADIAN NORTHERN ALBERTA RAILWAY.

Bill (No. 189) to aid the construction of the Canadian Northern Alberta Railway -Mr. Cochrane-read a second time and House went into committee thereon.

Mr. GRAHAM. I think my hon. friend the Minister of Railways and Canals (Mr. Cochrane) ought to give us an explanation of this road, where it is, how long it is, the necessity for it, the kind of country through which it runs and the traffic that it will do.

Mr. COCHRANE. The line, the bonds of which we are proposing to guarantee to the extent of \$35,000 a mile; starts at a point 150 miles from St. Albert. It was guaranteed by our predecessors up to that point.

Mr. GRAHAM. That is near Edmonton?

Mr. COCHRANE. Yes. Upon the first 50 miles there was a guarantee of \$13,000 a mile and on the next 100 miles a guarantee of \$25,000 per mile. This goes from that 150 mile point from St. Albert to the boundary of British Columbia.

Mr. GRAHAM. It will connect with the road we have just subsidized.

Mr. COCHRANE. Yes, and as the hon. gentleman knows from Yellowhead Pass down is through a mountainous country, and it will be very expensive to build. I suppose the House understands this is the finishing link of the Canadian Northern

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Transcontinental road, and the cost will be, I am informed, some where about fifty thousand dollars a mile.

Mr. GRAHAM. What standard of road will be built?

Mr. COCHRANE. Taking grades and curves, they claim they have a better standard than the Grand Trunk Pacific railway. It is said that between this point and Vancouver the grade will be seven-tenths of one per cent. while there are twenty-one miles on the Grand Trunk Pacific of one per cent. grade. They claim they are going to have the best freight-carrying route through there.

Mr. GRAHAM. I hope they will have a good one.

- Mr. COCHRANE. So do I.

Mr. OLIVER. Is this a grant of thirtyfive thousand dollars a mile all the way from St. Albert?

Mr. COCHRANE. No, the first fifty miles from St. Albert is thirteen thousand, the next hundred miles thirty-five thousand, and then when you get into the mountains. where construction is more expensive, to the boundary of British Columbia which is a hundred and fifteen miles, it will be thirty-five thousand dollars a mile.

On the preamble,

Mr. GRAHAM. In the Act guaranteeing the line from Port Arthur to Montreal was there not a clause as to the standard of the road?

Mr. COCHRANE. I am informed there is, and I do not see why it is left out of this Bill.

Mr. GRAHAM. I think the standard was not exacting. There was provision about it anyway.

Mr. COCHRANE. I have no objection to putting in such a clause. I move that the clause with regard to the standard of the road be inserted in the Bill as clause 10.

Amendment agreed to.

Bill reported, read the third time, and passed.

### AID TO RAILWAY BRIDGES IN NEW BRUNSWICK.

Second reading of Bill (No. 188) to aid the construction of certain bridges on the railway of the Saint John and Quebec Railway Company, and to confirm an agreement between the company and the governments of Canada and New Brunswick.—Mr. Cochrane.

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Read the second time, and House went into committee thereon.

On section 2,

Mr. PUGSLEY. Does this Bill make any provision for the apportionment of the guaranteed bonds among the different bridges? There are three to be constructed—one across the St. John river at or near Andover, one across the St. John river at or near Mistake, and one across the Kennebecasis river at or near Perry Point. It would not do to hand over all these bonds to the company simply for one or two bridges. The Bill seems to be silent as to that. I would think that there ought to be some provision in the Bill empowering the minister, indeed, making it obligatory upon him, to hold back a certain proportion of these bonds and apply them to each bridge.

Mr. COCHRANE. I thoroughly agree that we should not give any bonds for a bridge until the completion of that bridge, and they should be only for that bridge.

Mr. PUGSLEY. If my hon. friend will look at it he will see there is no provision in the Bill. There is another suggestion I am going to make my hon. friend. He will see that by section 4 of the agree-ment, at page 7, if the road and bridges are not wholly completed on or before the 1st of November, 1915, the Dominoin may cancel any lease which has been entered into, and do that without notice. I do not imagine for a moment that my hon. friend would do that, but circumstances may raise which would influence the minister in that direction— there might be something that a minister succeeding my hon. friend would take arbitrary views upon-and, therefore, I would suggest that notice should be given to the provincial government before any such option should be exercised. I am the more anxious to see that done because it happens that in this particular case-I know this because the matter came under my notice when I was Minister of Public Works for the province-that the company, which has the contract for the construction of this line, would very much sooner not go to Grand Falls and complete the whole line as required by this agreement. My hon. friend has very properly adhered to the arrangement made by the late government as to the subsidy being for a line all the way from St. John to Grand Falls. The St. John and Quebec Railway Company, however, would very much prefer-I know that from statements they made months ago, and they were very frank about it—to build somewhere near Andover, or south of Andover, so as to make connection with an electric railway they are building across the state of Maine, but

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the provincial and the federal governments-both the present and the late government—have insisted that the road shall be built all the way from St. John to Grand Falls. I think the reason for that is an exceedingly good one. The line would then probably form a part of the Transcontinental system and connect with the Grand Trunk Pacific railway at Grand Falls. I need not go into the reasons for that. Both governments including the previous government at Ottawa as well, have all agreed that the line should be built from St. John to Grand Falls, but it would be to the interest of this company not to build to Grand Falls. The company might delay the completion of the line be-yond the 1st of November, 1915, and the government of New Brunswick would not be a party to that—it might not have any notice of what the company was doing until it was too late—and I would suggest to the minister as to whether or not, before the Dominion should exercise the option of declaring any lease, which may have been entered into in the meantime, at an end, notice should be given to the government and reasonable provincial time allowed that government to finish the road so that the provincial authorities might take hold of it themselves. This I think very important from the standpoint of New Brunswick because that government is guaranteeing the bonds upon the assurance that the government is to lease the sections of the road as built from time to time and operate them as part of the Intercolonial system, paying over 40 per cent of the gross earnings to the province for the purpose of meeting the interest on the bonds. Now, if through any default of the company the road was not entirely completed by the 1st November, 1915, the Dominion could exercise this option of declaring the lease at an end and the provincial government would be absolutely at the mercy of the company, which might be a very unfortunate state of affairs for the province. I think that it is only reasonable that notice should be given to the provincial government. I I took the liberty of drawing up an amendment to meet that point, which I will send over to my hon. friend, if he will be good enough to look into it, and if the minister approve of that amendment perhaps he will move it himself. I desire to express my sincere pleasure that the government has entered into this agreement with the provincial government, and my approval of the agreement which the minister has submitted for the ratification of parliament. The road is one of very great importance. It will serve a magnificent section of country which, although it is the oldest set-tled portion of the province, has been Mr. PUGSLEY.

The the advantage of railway facilities. provincial government is assisting very liberally in the construction of this line by guaranteeing the bonds up to \$25,000 per mile. This government is also assist-ing very liberally, not only by a subsidy of \$6,400 a mile, but by guaranteeing the principal and interest upon the bridges that are to be constructed across these important rivers, and also agreeing to operate the line upon the basis of paying over to the province 40 per cent of the gross earnings. For a few years, perhaps three or four years, the provincial government may lose something, perhaps this govern-ment may lose something in the operation of the line, but it will not be many years, I believe, before the road will be a paying one, and neither government will be at any loss. I am particularly pleased that the road is going to be built all the way from St. John to Grand Falls. That was the policy of the late government, and when the Bill providing for the leasing of the road was brought before the late parliament by the then Minister of Railways, he dwelt upon the very great importance of this railway, not only for local traffic, but as a part of the transcontin-ental system. He also, I remember, dwelt upon the fact that the government has running rights over the Transcon-tinental. It was proposed by him, as I believe it is proposed now from the state-ments which have been made by the Minister of Railways, to take steps to acquire the branch lines of railways in the province. The International railways which was recently completed, is one of these branch lines. That railway runs from its connection with the Intercolonial at the thriving and rapidly growing town of Campbellton, at the head of the Baie des Chaleurs, connects with the Intercolonial there and crosses the prov-ince to the St. John river at St. Leonard. It is only a distance of 12 miles along the Transcontinental to Grand Falls, which Will be the northern terminus of the St. John Valley line, and by exercising run-ning rights for that small distance over the Transcontinental, the Intercolonial 'could run through trains from Campbell-ton to Grand Falls, Woodstock, Frederic-ton and St. John by way of the St. John Valley. The result would be to give the Intercolonial a loop line right around the entire province. That is a project which I am sure will appeal to the people of New Brunswick, but it could not be carried out unless this road was built all the way from St. John to Grand Falls. I want the min-ister always to keep in mind that while the president of this company is a man of great enterprise, who, I believe, has good resources behind him, yet if he has his almost for its whole distance deprived of own way about the matter I am sure he

would not want to build to Grand Falls, and it would not do to place the govern-ment or the people of New Brunswick entirely in his hands. Therefore, I think my hon. friend will see that it is of great importance to the province, and only just to the people there, that before the Dominion should exercise its option under section 4 of the agreement by declaring the lease, which may have been entered into in the meantime and under which the Intercolonial operation may have been going on, void, a reasonable notice should be given to the provincial government so that it, independently of the company, might take the necessary steps to com-plete the road in order to comply with the requirements of the Dominion government, and so succeed in having permanestablished what is of enormous 'ently importance, the Intercolonial operation of the whole line all the way from St. John to Grand Falls.

Mr. HAZEN. I would suggest to the Minister of Railways and Canals that there should be no objection to accepting the amendment moved by my hon. friend from the City of St. John (Mr. Pugsley). It seems to me that for many reasons it is desirable that before the government should exer-cise the option mentioned in section 10, due notice should be given to the province, and I think that a notice of twelve months in case of the company not completing its line by the year 1915 is a very reasonable notice to be given. I do not necessarily agree with all the reasons given by the hon. member. He puts the case before the House as though the president of the company that is going to construct this road would prefer that the road should end at a point in the parish of Andover rather than go on to Grand Falls. I do not think there is any such idea in the minds of the promoters and those who are going to build the road. They are, I am told, as anxious as others can be to have the connection with Grand Falls. That would mean connection with the National Transcontinental which would be greatly to their advantage because of the traffic which it is expected would be developed to Grand Falls which could come down by this road to St. John as the shortest haul to St. John. While I am satisfied that the road will go on to Grand Falls, there is no need of the amendment for the reason given by my hon. friend (Mr. Pugsley) I, however, agree that the Minister of Railways should not exercise the powers given him without no-tice, and so I concur in the amendment that

People along the St. John Valley, ever since confederation have been looking forward with hope to the time when a rail-way would traverse that valley, one of the most fertile sections of the Dominion and will have the effect of infusing new life into the agricultural and commercial community occupying the valley of the St. John. It is a matter of congratulation that arrangements have been made through the joint action of the government of the province and the government of the Dominion under which the construction of this road will be undertaken. I believe its successful con-struction and operation are secured, and that within a few years time the road will not be a drain upon the resources either of the province or of the Dominion, but will be found to fully justify the arrange-ments which have been made for its construction.

Mr. MICHAUD. I agree with what has been said by the hon. Minister of Marine and Fisheries (Mr. Hazen) and the hon. member for St. John City (Mr. Pugsley). Not very long ago the statement was made by the hon. Mr. Fleming, the Premier of New Brunswick, that nothing had been decided so far as the surveys from Andover to Grand Falls were concerned. But the surveys must have been made lately and approved since we find provided for its approved, since we find provided for in this Bill a bridge across the St. John river at or near Andover and to connect with the northern side of the St. John river. I have followed very closely the discussion of this Bill, and I must say that I am afraid that there is something that will prevent the construction of this line through the St. John valley from Andover to Grand Falls. Some months ago it was decided by the late government that this road should be built from St. John to Grand Falls. But since then it has been stated that this road, instead of being built to Grand Falls, was to be built to Centreville, and thence to the city of Quebec. If we knew all that was going on, I think we should have every reason to fear that this road will not be built as far as Grand Falls. Some time ago a railway constructor named Mr. Thomas Malcolm put in an application to the provinical government to build the railway from St. John to Grand Falls. But his application was refused. We find that since then Mr. Gould, an American, has obtained a contract from the province of New Brunswick. Mr. Gould is supported by a strong railway company, and he will be entirely guided not by his own views but by the advice he will receive from that railway company he proposes. I concur also in what my hon. friend has said as to the great advantages which will flow both to the province of New Brunswick and to the country as a whole from the construction of this line.

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struct this road from St. John to Grand Falls. But I see by the same paper, page 45, the approval of the minister to con-struct this railway not from St. John to Grand Falls, but from St. John to Andover. I cannot understand why the section from Andover to Grand Falls has been left out. It would have been easy for the Minister of Railways and Canals to approve of the construction of that road for the short dis-tance of 25 miles between Andover and (Grand Falls. The people of the upper part of Victoria county, New Brunswick, are very anxious to see the construction of the railway; and if it is not under con-struction from St. John to Grand Falls at an early date, I am afraid that this sec-tion from A radium to Grand Falls tion from Andover to Grand Falls will never be built. As I have said, there are certain railway companies that have the right to see the present road completed to Andover and not to Grand Falls. And since it has been decided by the province of New Brunswick that the railroad con-templated now to be built from St. John to Grand Falls is to be built on the northern side of the river, I would.move in amendment to the Bill:

That section 2 be amended by adding the words:

Words:-Of the bonds of the Bridge Company to be guaranteed hereunder, and to the amount of at least \$200,000, shall be specially reserved under the direction and control of the Min-ister of Railways and Canals for securing the construction of the bridge across the St. John river at or near Andover.

I make this motion on the understanding that this railroad will be built from Andover to Grand Falls on the northern side of the St. John river.

Mr. COCHRANE. Speaking first of the amendment moved by the hon. member for St. John (Mr. Pugsley), I have no objec-tion to it. I think when the province is guaranteeing the bonds to such an extent it should have that right, and I think it is fair to put in this amendment. But it is going to be difficult for the Intercolonial to pay its way on sixty per cent of its earnings, judging from the past, when it has taken 95 per cent to do it. However, from all the information I have been able to gather from all sources, this road seems to go through one of the best parts of New Brunswick. As regards the amendment of the hon. member for Victoria, N.B. (Mr. Michaud), I do not think I can accept it. As I have already said, I do not see how anybody could give up the whole million dollar bond unless all the bridges were built. The government and the depart-ment, of course, must keep thoroughly posted in the construction of these bridges. They must be built under specifications furnished by the department, and we would is to operate it, and are to pay 40 per cent. Mr. MICHAUD:

only give up the portion of the bond that applies to each bridge.

Mr. CARVELL. I am sorry to hear the Minister of Railways and Canals make this statement, and I hope that after a little consideration he will change his mind, and come to the conclusion that it is in the interest of the Intercolonial and of the province of New Brunswick as a whole to adopt this amendment. I sup-pose my hon. friend the minister, never having been in our province, and being comparatively new in his present position, does not know all the facts with regard to this very important matter. I may be par-doned for giving a short history of the road. It has been decided that the road ought to be built, but I think perhaps the minister does not appreciate the importance of securing the connection of this road with the transcontinental at Grand Falls.

Mr. COCHRANE. I never heard a protest against that.

Mr. CARVELL. That is just what I fear, that is what I want to call his attention to. About three years ago a number of meetings were held in the province, I think they started in my town, calling upon the local government to guarantee the bonds of a railroad. At that time there was no very definite decision where the road should start and where it should come to an end, but it was to be called the St. John Valley Railway. A very large delegation waited upon the government of New Brunswick, and the then Premier of the province, the present Minister of Marine and Fisheries, notified the delegation that if they would come to Ottawa, and if the federal government would agree to operate this road as a part of the Intercolonial, the provincial government would be willing to consider the advisabliity of passing legislation authorizing them to guar-antee the bonds for \$25,000 a mile. A large delegation, some 25 or 30 strong, came to Ottawa, representing every district on that river. When that delegation came here they were accompanied by the present Premier of New Brunswick, Mr. Fleming, the then Provincial Secretary. The delega-tion unanimously asked this government to operate this road from Grand Falls to St. John. As far as the government at Ottawa was concerned, they never con-sidered any other proposition except the through road from Grand Falls to St. John. Now, I want to point out to the minister the importance of the through line from the standpoint of the province of New Brunswick. The minister will remember that this road is being built by a railway company, and the government of Canada

of the gross earnings to the company, and the government of New Brunswick have a lien on that 40 per cent. in so far as it is necessary to pay interest on the bonds. Now if 40 per cent. of the earnings of that road are not enough to pay interest on the bonds, then the province of New Brunswick will be responsible. I want the Minister of Railways to see just for a moment what that means to New Brunswick. We are not the province of Ontario, we are not the province of Quebec, nor the province of British Columbia. Our population, I am sorry to say, has kept pretty stationary, although we hope to see better things in the future. Our resources for revenue are taxed to the utmost limit to-day; and unless the federal government comes to our assistance and increases our allowance, as they have been doing for certain other provinces of this Dominion during the present session, I do not know what the end is going to be. We are having deficit after deficit, and if we may believe the statements issued by the local authorities at the present time, they admit a deficit of \$50,-000 last year, and from statements brought down by the provincial secretary for the first six months, it looks as though the deficit for the present year must be at least \$100,000. That is the condition of affairs we are up against. Now if this matter was so arranged that the province had to pay any portion of that, it would almost mean financial ruin to the province. To my mind and I think I know the condition of affairs along that river valley as well as any other man in New Brunswick, unless that road goes through to Grand Falls and taps the Grand Trunk Pacific and is able to get through business, I fear the consequences. I do not believe, even if this road were able to take all the business at such points as Woodstock and Fredericton, it would be possible that 40 per cent. of the earnings would pay the interest on the bonds. I am pointing this out to the minister to show him the absolute necessity of securing the construction of this road to Grand Falls, in order to tap the Transcontinental for the purpose of getting through business. I may tell the minister that I myself, and other gentlemen who were associated with me from New Brunswick, had a lot of difficulty to get the former government to consent to this proposition, but they did consent to it, and the matter was made public. Finally, in the session of 1910, the New Brunswick legislature passed legislation divided into three parts. The first was to provide for a survey, that was all right. The second provided for the construction of a road to be operated by the Intercolonial. Now I say advisedly, and without fear of successful contradiction, that conditions were placed in that portion of that Bill that

made it impossible ever to build a road and have it operated by the Intercolonial. That was admitted by the present Premier on a number of occasions. When I say impossible, I mean practically impossible. It will cost so much money to build the road. In the first place, they could not get the money, it was simply out of the question. Then they passed what they called part 3 of the Act. That provided for the construction of a road. There were some specifications, but they were elastic. The grades were to be not greater than those of the Intercolonial. Well, there are some grades on some portions of the Intercolonial of one and a half per cent., and that would be impossible from a practical standpoint.

It is provided that the road could be operated by steam or electricity. Then the fight raged in New Brunswick for over a year. The local government were deter-mined that the road should be built under Part III as an electric road, to be managed and operated by an American. I find no great fault with him for being an American, but it seems to me strange that we could not get a Canadian company to have entered into this contract. We could have got a Canadian company but the New Brunswick government would not treat with anybody but an American. They de-termined that a contract should be entered into with the Quebec and New Brunsdo into with the quebec and new bruns-wick company, which means Mr. A. R. Gould, the C. P. R. and nobody else. Finally the thing went so far as in the month of May last the pre-sent Premier and his colleagues waited upon the then Minister of Railways and Canals, and the Minister of Public Works, and then, as well as by correspon 1ence, asked that they be allowed a subsidy for a road not going from Grand Falls to St. John not going even to Andover, but to a point within 13 or 14 miles from the village of Andover. A meeting was called of all the Liberal members from New Brunswick and we unanimously refused to give our sanction to any such proposition. The government of New Brunswick was so notified. After that there were further notified. After that there were further negotiations and they agreed that they would allow the road to be built from Grand Falls. An agreement was drawn up to that effect between the federal government, the local government and the Quebec and New Brunswick Rail-way Company dated the 25th of July, but it was never signed. The federal government but it was never signed. The federal government stood ready to sign it if the New Brunswick government had been ready to sign it, but the New Brunswick govern-ment did not sign it. The elections came on and finally a new agreement was made.

I have given my hon. friend a short history of the legislation and the conditions which led up to the present state of affairs. We know-it is no secret in New Brunswick-that when Mr. Gould came be-fore the government of New Brunswick he told them that he did not want to build this road even to the village of Andover. He wanted to build it simply through the parish of Andover and then to Presqu' Isle in the state of Maine. He wanted to tap his own country in order to give an outlet and to give competition to the Bangor and Aroostook railway which has a monopoly of that territory. But public opinion was so strong that the company were forced to agree to build this road from Grand Falls. We were told that this agree-ment was signed about December and it was heralded from one end of New Brunswick to the other. ' Every newspaper supporting the administration in New Brunswick had big headlines proclaiming the wonderful thing that had happened in the signing of this agreement for a road which was going to be built from Grand Falls to St. John and which was going to be operated by the Intercolonial railway. We have always felt that our only salvation from financial ruin was intercolonial operation and that if we had Intercolonial railway operation to Grand Falls we would have no fear of financial ruin. But, after all this blowing of trumpets after all this éclat which our hon. friends opposite were trying to get and are now trying to get-

Mr. COCHRANE. I do not think I am trying to get any.

Mr. CARVELL. Perhaps I should exclude the Minister of Railways and Can-als but everybody else except the minister has been blowing his trumpet, and, when the legislature met in New Brunswick, this year they passed legislation providing that this road, for the present at least, is not to be built from Grand Falls to St. John, but is to be built from within a few miles below Gagetown, before you come to the first big bridge across the St. John river to a place called Centreville, in my constitu-ency, a distance of 125 miles. We could not understand it. The people want-ed them to build the road all the way through at the same time and finally an amendment was moved, by the member for Victoria, a portion of the constituency of my hon. friend from Victoria and Madawaska, providing that they should commence the construction of this road at Grand Falls and Andover at the same time, that there should be simultaneous construction of the road at both ends. That was the proposition which was made and with horror the government and their supporters voted it down. We have the declaration of the railway company, that they do not want to go to An-dover, and we know that the legislature of New Brunswick have voted down the spend the whole million dollars on these Mr. CARVELL.

amendment calling upon this company to commence operations at once. The agreemen provides that the road must be completed from Andover, to Centreville within two and a half years, and the re-mainder in three and a half years. The government of New Brunswick and the government of the Dominion are furnishing practically all the money which will be required to build the road. We cannot understand, when the money is being fur-nished by the public, why they cannot commence building that road at Grand Falls as soon as from Centreville. They could do the work more easily if that plan were adopted, because they have railway facilities at Grand Falls. They have railway facilities very near to this line all the way down to Centreville. There is no point on that road from Grand Falls to Centreville where it can possibly be more than four or five miles from a railway. They can get their supplies, their cement and everything they require to build the road much cheaper on that part of the linethan on any other part of the line. It is the cheapest portion of the road to build. But the legislature of New Brunswick voted down the motion calling upon the company to start at that end of the road at the same time as they started at the other. Do you wonder that we are a little suspicious and a little in fear that the declarations of the intentions of the railway company and the declarations of the intentions of the government of New Brunswick up to last May will be carried out.

Mr. COCHRANE. Have no fear.

Mr. CARVELL. We have our fears.

Mr. COCHRANE. Have faith.

Mr. CARVELL. Perhaps, if my hon. friend knew as much about this matter as we do, he would not have as much faith as he has at the present time. It is in order to ensure the construction of this road and to put it beyond peradventure, that I am supporting this amendment. We believe that if they are allowed to go on as they are going, notwithstanding the good intentions of my hon. friend, the Minister of Railways and Canals, the results may not be satisfactory. I give my hon. friend credit for having good inten-tions, but he is not above temptation and I can assure him that the tempter will be so strong, that I do not believe that he, even with his forcible character, will be able to withstand him, and it is in order to remove my hon. friend from danger of that temptation, that I support this amendment. We feel that these gentlemen

two big bridges at the lower end of the road. We feel that we are making a very reasonable request. The bridge at Andover cannot be built for less than \$300,000, and when we ask him to keep hold of only \$200,000 of this monev to construct a bridge at Andover, we think we are making a very reasonable request. We know that if the bridge is built across the river at Andover, it will secure the construction of the road to Grand Falls. If that takes place, and if the road is operated by the Intercolonial railway, we know that we will get the business. For these reasons I will support this amendment and sincerely hope that the minister will reconsider his position and allow it to pass.

Mr. HAZEN. My hon. friend (Mr. Carvell) undertook to give my hon. friend the Minister of Railways and Canals (Mr. Cochrane) some account of the history of the negotiations connected with the con-structure of the St. John Valley railway. While the statement made by the hon. gentleman is more remarkable for its omissions than for what it actually contained, I do not think that this House will profit from a discussion of the matter at the present time. The question has been discussed over and over again. My hon. friend, just about a year ago, had an op-portunity of discussing the matter before the electors of York, New Brunswick, on the occasion of the by-election that was held there and when the policy of the local gov-ernment with reference to the St. John Valley railway was almost the only issue involved in that fight. Although the opposition to the local government then had the advantage of the ability and experience of my hon. friend upon all the different platforms throughout the constituency, on which the question was discussed, the people of that constituency, by a majority of over 1,200, a larger majority than they had given to the government at the general election, decided that the course which the government had taken in regard to the St. John Valley railway was one in the public interest and that the cause led by my hon. friend, did not deserve their sup-

port or sympathy. The question has been discussed very fully during the past year in the province of New Brunswick, and during the present session in the House of Assembly. I do not think it would be edifying or instructive now to enter into a discussion of the matters referred to, but I must point out to my hon. friend (Mr. Pugsley) that he neglected to tell the House that all the members of the opposition in the New Brunswick legislature voted for a resolution which, if carried, would have made the construction of the St. John Valley railway impossible, that resolution being

that the road should be completed from end to end by the 1st of February, 1913, which, as everybody knows, would have been a physical impossibility on account of the high character of the road and the bridges to be constructed. No doubt, when the local elections come on in New Brunswick, there will be ample opportunity to discuss these questions before the people. I do not discuss it now, not because I would have any difficulty in justifying the position taken by my government, and subsequently taken by the government so ably led by my friend Mr. Fleming, but, because this is not the time nor the place for such discussion, especially so as the building of the road has been ensured. My hon. friend (Mr. Pugsley) as well as my hon. friend from Victoria (Mr. Michaud) seem to entertain some feeling against the head of the company which is to build this road, because he happens to be a native of the United States. Well, the company is a Canadian company, incor-porated under the laws of New Brunswick, and Mr. Gould who is at the head of it, and happens to live in the United States, is well and favourably known to the people of New Brunswick through his successful carrying out of the Aroostook Railroad and Power Company project in Maine. The people of New Brunswick are confident that Mr. Gould has the necessary finan-cial backing to carry the construction of this road to support of the construction of this road to successful completion. The hon. gentleman also said that the road could be practically built for the subsidies and for the amount of the bond guarantee, but that is not the information I obtained when I was Prime Minister of New Brunswick. If the hon. member will examine the carefully prepared report of Mr. David Maxwell, who was the engineer in charge of the surveys appointed under the Act cf 1910, he will see that the road could not possibly be built up to the standard specified for the amount of the guarantee of the bonds and the subsidy of \$6,400 per mile. If he studies the matter care-fully and impartially the hon gentleman will conclude that it will be necessary to raise a further sum of probably \$10,000 per mile, or over two million dollars in all, to carry out the undertaking.

Mr. CARVELL. Does the minister think you could not build a road for \$31,400 per mile from Fredericton as far north as this road goes, on a one per cent grade which they are allowed to use wherever necessary north of Fredericton?

Mr. HAZEN. The hon. member (Mr. Carvell) knows that the cost of building railways in this country has increased enormously of late years, and he knows it would be a stupid mistake, which it would take years to remedy, not to build

this road up to the standard of a first-class trunk line, with low grades, heavy rails and bridges of steel and concrete, which would be able to carry heavy trains. We have the fact announced by the Minister of Railways that the Grand Trunk Pa-cific where it passes through New Brunswick has cost about \$130,000 a mile, but, even supposing that this road will not be of quite as high a standard as the Grand Trunk Pacific, does the hon. member (Mr. Car-vell) suppose that a first-class trunk line can be built down the valley of the St. John for \$31,000. Mr. Maxwell went over every foot of that route carefully, and he gives facts and figures to show that it cannot be done for such a low cost. My hon. friend also referred to the fact that under the New Brunswick legislation of 1910, part 2 of that Act contains conditions which make it impossible for the road to be built, but he forgot to tell the House that he and his political friends were entirely to blame for these conditions, because as a fact they were the very conditions which it was said the then Liberal government of Canada would insist on before they would undertake to operate the road as part of the Intercolonial system on the basis of a division of sixty and forty per cent. My hon. friend (Mr. Carvell) surely does not forget that he himself read at a meeting in the town of Woodstock a letter from Mr. Pugsley, then Minister of Public Works, stating that if the province of New Brunswick would pass legislation for the construction of the road it must be up to a certain standard (which standard was specified) before the government of Canada would take it over and operate it as a part of the Intercolonial railway. And, as if that letter were not enough, the hon. gentleman (Mr.Carvell) read a letter to himself from Sir Wilfrid Laurier, then Prime Minister, stating that he approved of the conditions set out in the letter from the Minister of Public Works. Then, the legislation of 1910 was passed, and it was drafted in the very words mentioned by the Minister of Public Works in his letter to the hon. member (Mr. Carvell) as regards the standard of that road. Therefore, if that was an impossible standard, the government of New Brunswick was not to blame for it, unless it be they were to blame for taking seriously the statements made by the Min-ister of Public Works, and personally 1 must confess that I nearly always take as serious what the hon. gentleman says. T say this by way of explanation, and not by way of recrimination, because, if such a statement were to go unchallenged, it might afterwards be said that although

question involved in this, as to the road going to Grand Falls, I am as certain as I am standing here that the road is going to Grand Falls, and I do not believe there is a particle of doubt in the mind of the government of New Brunswick but that that road is going to Grand Falls. The subsidy is voted for a road to Grand Falls, and the government is authorized to op-erate the road from Grand Falls to the City of St. John, and the contract entered into in specific terms sets out that such will be the fact. The Minister of Railways nas arranged the terms of the contract with the representatives of the government of New Brunswick and the company, and my hon. friend the minister will have no hesitation in telling the House that that road will be operated and built from Grand Falls to the city of St. John, and neither the New Brunswick government nor this government could tolerate for a moment a condition of affairs under which the road would be built to Andover and suddenly stop there without having the advantage of a connection with the Transcontinental at some point in the ecunty of Victoria at or near the village

of Grand Falls. I am afraid that our hon. friends opposite have for some years been looking so askance at this project that their suspicions are aroused—suspicions that are not fairly justified. Whether justified or not, however, I think their doubts and suspicions should disappear, and they should realize that the intention of both governments interested in this matter is that this road shall make connection with the Transcontinental railway at or near the town of Grand Falls. The resolution moved by my hon. friend from Victoria, N. B. (Mr. Michaud) is not one, I think, which should commend itself to the judgment of the House. We have no particulars before us showing the cost of the bridge across the Kennebecasis, which will be a very expensive structure, or the cost of either of the two bridges across the St. John river.

Mr. PUGSLEY. The minister has Mr. Maxwell's estimates of the cost of the three bridges, has he not?

Mr. HAZEN. I do not know. Mr. Maxwell's figures are estimates. He estimates the cost at something over \$1,000,000. Whether the bridge across the Kennebecasis river would cross at Perry Point or at Gondola Point has not been decided.

Mr. CARVELL. I thought the minister said that it was an official survey.

statement were to go unchannenged, it might afterwards be said that although the statement was made in parliament there was no one who dared to contradict it. Now, coming to the really important Mr. HAZEN. It is a matter of estimates so far as the bridges are concerned. The engineers of the Transcontinental railway estimated the cost of the section from

Woodstock to Fredericton at something in excess of \$31,000 a mile. I think it will be a mistake to adopt the amendment of the hon. member for Victoria. There is no need of doing so. The interests of this country are going to be thoroughly protected and safeguarded. My hon. friend the Minister of Railways, who is a very sound business man, will have no thought of paying the bonds for these bridges, to the full amount of \$1,000,000, before they are fully con-structed. He will have regard to the relative cost of the different bridges as the bonds may be guaranteed from time to time. I believe that the alarm and suspicion of my hon. friends are entirely mis-placed. There is no doubt whatever that that road will be constructed, so that freight, coming over the Transcontinental railway will pass from Grand Falls all the way down the valley to the city of St. John. It has been said that this road may connect with the railway already constructed in the State of Maine. I believe it will, that in the future that will be one of the great avenues of trade from the west to the maritine provinces, running down through the St. John Valley, adding to the prosperity and wealth of that district. That road will supply one of the shortest avenues of trade between the maritime provinces and western Canada. It will be shorter to the Quebec bridge by a great many miles, than either the National Transcontinental or the Intercolonial, and it will be almost as short to Montreal as the Canadian Pacific railway, and perhaps somewhat shorter, having re-gard to the grades, because it will have far easier grades than those of the Canadian Pacific railway across the State of Maine and New Brunswick.

Mr. PUGSLEY. May I call my hon. friend's attention to the fact that in the draft agreement which was prepared between the government of New Brunswick, the railway company and the late Minister of Railways, it was provided that there should be running rights over this road. Will my hon. friend tell me why that provision has been left out of this Bill?

Mr. HAZEN. I cannot tell my hon. friend. My attention was not called to the matter before. This is a road of great importance not only to the province of New Brunswick, although I believe it is vital to the prosperity of the people in the St. John Valley, but to the whole Dominion of Canada, having regard to the carrying of trade and the rapid development of the great west which requires further railway connection with the east.

Mr. PUGSLEY. My hon. friend the Minister of Railways, in drawing up the present

draft agreement previously prepared. In that draft agreement we contemplated the very thing the Minister of Marine and Fisheries speaks of, that is, the railway controlled by Mr. Gould's company running across the State of Maine and to Quebec, having running rights over the St. John Valley line. This has been left out of this Bill.

Mr. COCHRANE. It is the policy of the government to give running rights over the Intercolonial, or over any branch of the Intercolonial, on a fair basis to any company.

Mr. PUGSLEY. That agreement pro-vided that those running rights and the charges for them, in the case of difference, should be settled by the Board of Railway Commissioners for Canada. Perhaps the hon. minister can tell me why that pro-vision has been omitted?

Mr. COCHRANE. It might be forcing the Intercolonial railway, which is not governed by the Railway Board; and yet it is the policy of the government to give running rights to any company on a fair basis.

Mr. PUGSLEY. Then the provision as to running rights was left out deliberately. was it?

Mr. COCHRANE. Yes.

Mr. PUGSLEY. My hon. friend the Minister of Marine and Fisheries has omitted to inform the committee of one very important fact; that is, that when the provincial government came to the federal government asking that there should be Intercolonial operation, we insisted upon a first-class road. I wrote a letter to the hon. member for Carleton N.B. (Mr. Carvell) in which I stated that the road must be up to the standard of the transcontinental railway in New Brunswick. I mentioned that there must be steel rails 80 lbs. to the yard, that the culverts must be of solid masonry, the bridges of steel, and so on, and I think I mentioned that the grade should not exceed four-tenths of one per cent. The provincial government at that time, for some reason or other—I am not going to impugn their motives at all-evidently made up their minds to build under what was known as part 3. Although they were going to be one party to the nego-tiations with the federal government, they asked the legislature to tie their hands absolutely, so that even although the federal government might be willing to modify the terms, the provincial government could not move hand or foot under part 2 until they got further legislation.

It was the most extraordinary piece of legislation that I ever heard of, and I do agreement, must have had before him the not hesitate to repeat. to-day what I

stated to the present Prime Minister of New Brunswick: That those provisions were put into the Act of the provincial legislature for the express purpose of tying their hands, and so giving them an excuse to proceed under part three. I stated that to the present Prime Minister of New Brunswick, and I repeat it to-day, because I cannot conceive of one party to a negotiation having certain terms presented to him by the other party asking to have his hands so tied that even although modifications were offered by the other party he would be unable to accept those modifications. Yet that is what the provincial government asked the provincial legislature to do. There is another thing my hon. friend (Mr. Hazen) has forgotten, and that is what we have on public record that in a conversation with Mr. Chestnut, the president of the St. John Valley Railway Company, I told him that the federal government were prepared to make modifications. All we wanted was to get a road from St. John to Grand Falls built up to a very high standard and have it operated by the Intercolonial railway. I told him that I would ask my colleagues to agree to any reasonable modifications. He so reported to the then provincial government and, notwithstanding that, the provincial government asked the legislature to absolutely tie their hands so that they could not accept any modifications no matter what modifications might be offered by the federal government. There is still another matter that my hon. friend has forgotten to mention and that is that the agreement for a lease that the present Minister of Railways has entered into, has been entered into under the authority of this parliament granted at the request of the late government upon the recommendation of my hon. friend who sits to my left (Mr. Graham) who was then the Min-ister of Railways. This demonstrates that the federal government was disposed at all times to do what was reasonable and fair, always having in mind the absolute necessity which we felt did exist to secure a road of the highest possible standardbecause we felt and the Minister of Railways will agree with me-that in undertaking to pay over to the province 40 per cent of the gross earnings of the road, it was necessary to have a road of the highest standard, to have a first-class road, so that the cost of operating and making repairs from time to time, would be reduced to the lowest possible figure. That was all that was desired and I am glad to know that it has now been accomplished. The road from Fredericton to St. John is to be built to the very standard that we set of four-tenths of one per cent, the road from Fredericton to Grand Falls, is also to be built under a high Mr. PUGSLEY.

standard, and the building is to be done under the requirements of the Act which was passed when the member for South Renfrew was the Minister of Railwaysthat is to say built of the best grade which the physical features of the country will permit of, but in no case to exceed one per cent. We are sure, therefore, of a first-class road and I am happy to be able to realize, as I do realize to the full today, that the requirements which we insisted upon have been in all substantial respects adopted by the government; and if the construction is carried out in good faith everything that we were aiming at will be accomplished, that is the construction of a first-class road up the St. John Valley from St. John to Grand Falls, operated upon a long lease under the government of Canada as a part of the Intercolonial system.

Mr. HAZEN. I do not wish to prolong this discussion but my hon. friend has made a statement which I cannot allow to go unanswered. The hon. gentleman has told this House that he firmly believes, and so told the present Prime Min-ister of New Brunswick, that the conditions imposed under part 2 of the Act in question were imposed for the purpose of preventing the operation of that road as part of the Intercolonial system of Canada. I want to assure my hon. friend that in that view he is absolutely and entirely mistaken. The wish from the start was that the road should be oper-ated as part of the Intercolonial system. and the reason those conditions were put in is because they were the conditions that were insisted upon by my hon. friend (Mr. Pugsley) himself. It was fully recognized by myself, when I prepared and introduced the Bill, that that Bill contained those conditions that my hon. friend and his leader insisted upon.

Mr. PUGSLEY. Why did not the government ask the legislature to give them authority to guarantee the bonds, upon an agreement being made with the federal government for the operation of this railway as part of the Intercolonial system, and then leave it to the two governments to work out the details, instead of asking the legislature to tie their hands in negotiating?

Mr. HAZEN. We took the course that to my mind then, and to my mind now, was the right course so as not to leave the hon. gentleman a single loophole of escape for saying: 'The government of New Brunswick is not acting in good faith, and is not willing to comply with the conditions we have laid down.' We used the very wording which was mentioned by the hon. gentleman himself but in addition to that, for fear we might fail to get that road constructed under part 2 of the Act, we passed the other provision known as part 3. We did so in order that we might have some alternative in the event of our not being able to come to an agreement with the government of Canada for the Intercolonial railway management of the line when it was constructed. I can assure my hon. friend, knowing the transactions as I do from end to end, having been responsible for the drafting, preparation and introduction of that Bill to the legislature, that my hon. friend is entirely mistaken in the conclusion that he has come to in regard to that matter. The hon. gentleman has referred to some conversation that he had with Mr. Chestnut. Surely it would have been more satisfactory if that had been reduced into writing.

Mr. PUGSLEY. Did not Mr. Chestnut, as president of the St. John Valley railway, officially write to my hon. friend as Prime Minister of New Brunswick?

Mr. HAZEN. Mr. Chestnut wrote me when the matter was before the House But we took what to my mind was absolutely the proper course, a course which the people of New Brunswick and of the county of York, endorsed a year ago by a most overwhelming majority, a course that we can stand by on any occasion, and a course which we will uphold when the local elections take place.

Mr. PUGSLEY. My hon. friend has not answered my question.

Mr. HAZEN. I think I have answered the hon. gentleman.

Mr. PUGSLEY. My question was this: Did not the president of the St. John Valley Railway Company officially acquaint my hon. friend in writing with the conversation which he had with me in regard to the modifications, and did he not do that before the provincial government introduced the Bill to which I have made reference?

Mr. HAZEN. My hon. miend may ask questions until he is tired.

Mr. PUGSLEY. But that is a fair question.

Mr. HAZEN. I want to say to my hon. friend that we were not satisfied by any such statement signed by Mr. Chestnut, a gentleman who was actively supporting my hon. friend and trying to urge every reason possible against the action of the New Brunswick government no matter how unjust or unfair in regard to the St. John Valley railway. We took a course that commended itself to us, a course that was endorsed by the people of the province, a course which was endorsed

a year ago, when every such argument as my hon. friend has advanced this afternoon was put before the people of every section of the county of York and that constituency is as deeply interested in this road as any other constituency in the province. The hon. member from Carleton, N. B., (Mr. Carvell) made some remarks regarding the financial situation of the province of New Brunswick. I am sorry that my hon. friend should have thought it necessary to bring that matter up here. I do not propose to discuss the hon. gentleman's observations in detail, but I do say that the financial situation of the province of New Brunswick was never better and never healthier than it is to-day. I will not go any further because there will be ample opportunity to discuss all these matters, probably in the course of the next few months.

Mr. CARVELL. Before the minister sits down will he not give an answer to the question of my hon. friend from St. John (Mr. Pugsley) as to whether Mr. Chestnut, president of the St. John Valley railway, addressed to him a letter stating that the ex-Minister of Public Works was willing to consider the granting of modifications.

Mr. HAZEN. I have already done so.

Mr. MICHAUD. Would the Minister of Railways please state whether the survey between Andover and Grand Falls in connection with this railway, has been submitted to him?

Mr. COCHRANE. I think the survey has been filed, but on that point I speak from memory only. While I am on my feet, I may say, speaking of the hon. gentleman's amendment, that no such clause was put in either with regard to the Grand Trunk Pacific railway mountain section or with regard to the Canadian Northern railway from Port Arthur to Montreal; and I think it is going a long way to ask us to accept the amendment.

Amendment (Mr. Michaud) negatived on division.

Bill as amended reported.

On the question. When shall this Bill be read the third time?

Some hon. MEMBERS. At the next sitting of the House.

Mr. HAZEN. I think there is no intention on the part of hon. members opposite, of asking that the third reading should be delayed until the next sitting. I think they are quite willing that it should be read the third time now.

Mr. PUGSLEY. My hon. friend from Carleton, N.B., (Mr. Carvell) desires to move an amendment similar to the one disposed of in committee. I think no time will be lost, if the Bill is allowed to stand for third reading until the next sitting of the House.

#### RAILWAY SUBSIDIES.

Mr. COCHRANE moved that Order (No. 3) for the third reading of Bill (No. 183) be discharged, and that the Bill be re-ferred back to Committee of the Whole for further consideration.

Motion agreed to, and House went again into committee on the Bill.

Mr. COCHRANE. The hon, member for Westmorland (Mr. Emmerson) took exception to clause 26 of this Bill.

For a line of railway from a point at or near Albert Mines in the county of Albert, via Hillsborough, to the city of Moncton; not exceeding 22 miles.

The hon. member for Westmorland claimed that it did not go over the route that would make it most beneficial to that section of the province. I therefore, move this amendment:

To strike out item 24 of section 2 of the Bill and to enact in lieu thereof the following:

26. For a line of railway from a point at or near Rosedale, in the county of Albert, to Stony Creek, in said county, and thence to the city of Moncton; not exceeding 22 miles.

Mr. EMMERSON. I am glad the minister has met my views in this matter. It will be an advantage to the development of the oil shales, and that is why I made the suggestion.

Amendment agreed to, and resolution reported.

Mr. COCHRANE moved the third reading of Bill (No. 183).

Mr. EMMERSON. I want to move an amendment to section 25:

That the order be discharged, and the Bill be referred back to Committee of the Whole to consider an amendment to strike out clause (a) of section 25, and the words: 'Not exceeding in all 40 miles,' on the last line of the section.

My reason for making this motion is, that this proposed line from Adamsville to Snowshoe Lake will not serve any settled country, nor does that section of country possess any natural resources in the way of timber or minerals. It will simply serve to divert traffic from the Intercolonial railway to the Grand Trunk Pacific railway. That 20 miles, I hold, is absolutely unnecessary, and is unqualifi-edly and distinctly against the interesst As a matter of fact the general route is

Mr. PUGSLEY.

of the Intercolonial railway and of the government of Canada. Although I have strong views against subsection (b) for a line from Adamsville to Richibucto Cape, it is not so objectionable, because there is a possibility that in the future, it might serve some good purpose. But this line described in subsection (a) is absolutely not required, and twill militate against traffic over the Intercolonial railway. Without that, this railway from Richibucto head to Adamsville would meet the requirements of all that shore country, and of Beersville and other places in that locality, furnishing them with water communication, and rail communication via the Intercolonial railway. I would like to see the minister move this amendment himself, as being in the public interest, be-cause I do not wish to seem to take this action against the government.

Mr. COCHRANE. I do not think it would be fair to allow this amendment now. This item was discussed very fully yesterday and no amendment was moved to it. The hon. member for King's and Albert (Mr. Fowler) was unfortunately called away by telegram this afternoon, and in his absence, I cannot accept the amendment.

Amendment negatived on division.

Mr. GRAHAM. The Minister of Rail-ways will remember that last night I called attention to what I considered an anomaly as compared with the usual clauses that go into a subsidies Act. The sentence to which I refer will be found on page 9 of Bill (No. 183), section 6:

The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As a matter of fact, under our statute now, they are not subject to the approval of the Governor in Council. The law provides that subsidized lines shall be subject to the approval of the Minister of Railways and the Board of Railway Commissioners.

Mr. COCHRANE. Do you want to see one of your own?

I do not think that Mr. GRAHAM. makes any difference at all. My hon. friend gives me as a reason that this section is in here which gives the Governor in Council power to locate lines under provincial charters before the subsidy is given to them. I think, as a matter of fact, that it is the Minister of Railways that does that and this applies to the Dominion charters as well. There seems to be an anomaly. This Act was evidently passed before the Board of Railway Com-

approved or disapproved by the minister and then, under the general Railway Act, the Board of Railway Commissioners have the power to vary that location so long as they do not vary it more than one mile either way. I submitted this point to my hon. friend last night and I asked him to think it over before we came to the third reading, because it is desirable that this change should be made if it is possible to do it.

Mr. COCHRANE. I am advised by the law branch of my department that it is not necessary, and in addition to that we have the statement made by the Prime Minister that if it is necessary with regard, not only to the present Bill, but to Bills passed under the administration of my hon. friend in 1909 and 1910, the legislation can be brought in later.

Bill read the third time and passed.

# IMPROVEMENT OF HIGHWAYS-SENATE AMENDMENTS.

Consideration of amendments made by the Senate to Bill (No. 77) to encourage and assist the improvement of Highways. Mr. Cochrane.

Mr. COCHRANE. I beg to move:

That this House agrees with the first, second, third, fifth and sixth amendments made by the Senate to Bill (No. 77) to encourage and assist the improvement of highways.

That the fourth amendment be disagreed to for the following reasons :-

1. Because substantially the same amend-ment has already been considered and re-jected by this House.

2. Because the Supply Bill will make provision for the apportionment of the proposed subsidies to the respective provinces for the ensuing fiscal year.

3. Because such apportionment can be more conveniently provided for in the annual Supply Bill.

4. Because the proposed amendment is unnecessary and undesirable. That the seventh amendment be disagreed

to for the following reasons:

\* 1. Because section 6 of the said Bill con-tains a desirable provision for aiding the construction and improvement of highways.

2. Because it is expedient to make provision for the case of any province which may desire to have the minister undertake the construction of a new highway, or the improvement of an existing highway.

3. Because the section provides a convenient method of co-operation between the federal and provincial governments in the construction or improvement of highways.

4. Because there can be no action by the federal government under this section except with the authority and approval of the pro-vincial legislature and of the provincial government.

5. Because it is desirable to provide every reasonable means of co-operation between the federal government and the provincial govern-

ments for the construction and improvement of highways consistently with the preserva-tion of provincial rights which are thoroughly safeguarded in the said section. That a message be sent to the Senate ac-

quainting their honours therewith.

Mr. GRAHAM. This is somewhat new to me as I do not know what the amendments are. The reasons are so long and the amendments so many that we ought to have a chance to look at them.

Mr. BORDEN. They have been before the House since yesterday.

Mr. GRAHAM. The reasons?

Mr. BORDEN. The reasons are never placed before the House until the motion The reasons are never is made.

Mr. GRAHAM. There are so many, and they are so long-

Mr. BORDEN. I can explain what they re. The first amendment made by are. the Senate is by substituting the words 'the several provinces of the Dominion' for the words 'any province' in the first section of the Bill. That is agreed to. The second amendment consists in substituting the word 'subsidies' for the words a subsidy,' in the same section. That is agreed to. The third amendment consists in adding the words 'in the whole ' after the word 'exceeding'' in the same section. That is also agreed to. The fourth amendment made by the Senate consists in adding as subsection 2 of section 1 the following words:

The sum of money voted in any year to be expended under this Act shall be apportioned among and paid to the several provinces of the Dominion in proportion to the respective populations of such provinces as shown by the next preceding census.

That is not agreed to. The fifth amendment consists in the addition of the words 'or bridge' after the word 'highway' in the fourth section. The sixth amendment consists in adding the words 'or bridge' after the word 'highway' in the fifth sec-tion. That is also agreed to. The seventh amendment, which is not agreed to, consists in striking out the sixth section.

Sir WILFRID LAURIER. Many of the amendments which have been made by the Senate are not of great importance, but there are one or two which are of importance and which are in line with the position taken by the minority in this House. I understand that the minor amendments are accepted by the right hon. gentleman and that it is only with reference to the important amendments that there is a disagreement between the majority in this House and the majority in the Senate. Under such circumstances, there is nothing else to do but to have

a conference with the Senate. The right hon. gentleman says he does not accept these amendments and I am not altogether surprised at that, considering the attitude he has already taken. But I may say to my hon. friend that in my humble judgment the amendments made by the Senate are not only germane to the Bill, but are quite in accordance with the policy which he himself, or rather the Minister of Railways, who was in charge of the Bill, announced at first, but which for some reason or other was afterwards gone back on by the government. When the Minister of Railways introduced the Bill, he stated it was the intention of the government that the money should be apportioned among the provinces. I notice that in the estimates which have been brought down, this position has been maintained, but what will become of the subsidies after they have been apportioned to the provinces is not shown in the estimates. In my humble judgment, the logical position is the position which has been taken by the Senate, namely, that in this Bill which creates this new departure in the constitution, allowing the government to subsidize the provinces for the maintenance and building of highways; the Bill itself should provide for the manner in which the money is to be distributed and apportioned. That is the amendment of the Senate and it seems to me that after consideration my right hon. friend will come to the conclusion that it is right. The effect of the motion now made by my right hon. friend is simply to acquaint the Senate that the House does not agree with its amendment, and to this motion there can be no objection. I hope that in the conference that will take place, an agreement will be come to which will carry out in this legislation what was the intention of the government when the Bill was first introduced.

Mr. BORDEN. I wish to say, in reply to what my right hon. friend has observ-ed, that a conference sometimes takes place and a conference sometimes does not take place in these cases. It will be for the Senate in the first place to consider whether they will adhere to their amend-ments. Then a conference might take place if it is thought desirable by this House, but it would not necessarily take place. Speaking with the utmost respect, it is a little difficult to understand the position which the Senate does take in this case, because in respect to a precisely similar Bill, the Bill respecting aid to such amendments. One would be led to conclude that their action with regard to this Bill had not been well considered, I can see very much difference between and that when they come to deal with pre- the Bill for the improvement of highways Sir WILFRID LAURIER.

cisely the same matter with respect to giving aid and encouragement to agriculture, they have come to the conclusion that after all the measure as passed in this House was in the form best adapted for the purpose for which it was intended. I would hope, therefore—if my right hon. friend does not visit the Senate too often in the meantime—that the Senate may come to the conclusion that they will not adhere to their amendments. I observe that the Senate amendments are previsely in the same terms as those which my right hon. friend offered to this House. That may be a coincidence or it may not, but so far as his argument upon the whole question is concerned it is quite true as he already has observed that the Subsidy Bill based upon the estimates brought down will do the very 'thing which the Senate has suggested in this amendment. It may be said that that only applies to this year and that is perfectly true; but each year, parliament will have full control because not one dollar of each year out when this Bill money can be paid out under this Bill, until it shall have been voted by parliament. So far as section 6 is concerned, notwithstanding all the arguments that have been advanced in this House and in the Senate. I still venture to think it would be proper to confer upon this govthat some portion of the money may be expended by the government of Canada, within the limits of the province. That cannot be done until two things shall have first happened: The provincial legislature must give the necessary authority and the provincial executive must give the necessary consent. Therefore, the rights of every province are thoroughly safeguarded in that respect. Upon the whole, the government has not thought it desirable or expedient to concur in these two amendments, although we have very gladly accepted the five minor amendments which while perhaps, not necessary, do not interfere with the proper action of the Bill in

Sir WILFRID LAURIER. May I, Mr. Speaker, with your permission, answer the personal allusion which was made to me by the Prime Minister. He alluded to the fact that I had been visiting the Senate. I read that in the newspapers myself and I feel very much flattered indeed that my steps are so carefully watched that it can be told where I go and where I do not go. At all events, if I went to the Senate, it was not with any such intention as that which is imputed to me by my right hon. friend, but on another errand altogether.

any way.

and the Bill respecting aid to agriculture. When I went to the Senate, if I had discussed the matter with the hon. gentlemen of that House, I might be able to give what were the reasons which actuated the Senate in making an amendment to the Highways Bill and not to the Bill in aid of agriculture, but, I have not con-ferred with the members of the Senate on that, and therefore, I cannot say what their motives may have been. Later on, if the matter comes again before the House, I may be able to give reasons why in my humble judgment, there is a dif-ference between the two Bills. I am sorry my right hon. friend has not accepted the amendments of the Senate, but the only thing to do now, is to acquaint the Senate of the disagreement between the two Houses.

Mr. BORDEN. I was not alluding to past visits; I was only expressing a hope as to the future.

Sir WILFRID LAURIER. Yes, based upon the past.

Motion (Mr. Borden) agreed to on division.

### WATER IN THE RAILWAY BELT AND PEACE RIVER BLOCK.

On the order being called for third reading of Bill (No. 149) respecting water in the Railway Belt and Peace River block of land.—Mr. Rogers.

Mr. ROGERS. I beg to move that Bill (No. 149) be not now read a third time, but that it be referred back to Committee of the Whole.

Sir WILFRID LAURIER. For what purpose?

Mr. ROGERS. To incorporate the amendments moved by the hon. member for South Wellington (Mr. Guthrie).

On section 8.

Mr. ROGERS moved that the words 'section 5 of' in the first line be struck out.

Amendment agreed to.

Bill reported, read the third time and passed.

At six o'clock House took recess.

#### After Recess.

House resumed at eight o'clock.

### AID TO TEMISKAMING AND NORTH-ERN ONTARIO RAILWAY.

ince of Ontario in aid of the construction of the Temiskaming and Northern Ontario railway-Mr. Cochrane-was read a second time, and the House went into committee thereon.

On section 2,

The Governor in Council may grant to the government of the province of Ontario, in consideration of its having constructed each of the undermentioned lines of railway (not exceeding in any case the number of miles

ceeding 252.8 miles. (ii) For the following branch lines of railway:

(a) From Englehart to Charlton; not exceeding 7.8 miles

(b) From Cobalt to Kerr Lake; not exceed. ing 3.9 miles;

(c) From Iroquois Falls to Timmins; not

(d) From Nipissing Junction to North Bay; not exceeding 2.18 miles.

Mr. GRAHAM. The Minister of Railways, I think, ought to state what portions of this line are not built, if any of them are uncompleted. He should also give the earnings and expenditure of the road, so that we may see just what we are doing when we are voting this money, and enable us to see whether this is a first-class property, and a good investment for the province.

Mr. COCHRANE. I have no objection to giving my views concerning this railway. The line was started as a colonization road by the government of Sir George Ross, who, I understand, applied to the federal government for a subsidy, although there is no correspondence dealing with it in the department, and was refused. The government of Sir James Whitney also made application for a subsidy, but was likewise refused. The line was intended to open up the great clay belt in northern Ontario of which so much has been heard in the press, where there were claimed to be something in the neighbourhood of 20,000,-000 acres of good fertile land capable of raising as good wheat, and especially fall wheat, as the province of Manitoba and Saskatchewan. The main line runs from North Bay, on the Canadian Pacific railway, to Cochrane, a distance of 252 miles. As to the character of the road the Chairman of the Dominion Railway Board, who has been over the line, stated to me that there was no better road in America to-day than the Temiskaming and Northern Ontario. It has opened up that part of north-Bill (No. 186) to authorize the granting ern Ontario to development, and has been of subsidies to the government of the prov- of great benefit in connection with the COMMONS

building of the Transcontinental line, enabling supplies to be brought in which otherwise it would have been impossible to transport except in winter by a haul of some 250 miles. Supplies might have been brought in by water during the summer, but the portages would have proven so expensive that I am quite satisfied the amount saved in that regard would equal nearly one half of the subsidy asked. The branch built from North Bay to Nipissing Junction was intended to afford connection with the Grand Trunk, which company has entered into a contract for running rights on a wheelage basis for a term of years. That enables the branch of the Grand Trunk from Toronto to North Bay to connect with the Transcontinental at Cochrane. Another branch was built into Kent Lake in order to promote the development of the Cobalt mines, and it has enabled low grade propositions to be worked at a profit. The other branch at Charlton, which is seven miles long, made connection with a lake which afforded to people in the summer months a boat connection of some 40 miles. The last branch built was that to the mines at Porcupine. I need say nothing regarding the importance of the mines there, except to remark that they comprise two or three as good gold mines as are to be found anywhere else in the world. This railway, therefore, has facilitated the development, not only of the agricultural and lumbering interests, but also the great mining industry in northern Ontario. I have no hesitation in stating that any province that undertakes to develop its natural resources and the opening up of its territory, which otherwise would not be capable of development ought to receive assistance in the same way from the federal government which should declare that to be its policy. I think that in the past this subsidy should have been granted when it was applied for, certainly when application was made the second time. Take the province of New Bruns-wick. If the St. John Valley railway had been built by the provincial authorities I do not see why this government should not have granted a federal subsidy towards the construction. The same also is true of the province of British Columbia which has guaranteed the bonds of the Canadian Northern through that province. As to the receipts and expenditures of the Timiskaming and Northern Ontario railway, and its earnings from running rights, I am unable to sav.

Mr. CARVELL. Could not the minister give us some idea as to whether the road has paid running expenses and interest on the bonds during the last two or three years, and if not, by how much has it fail-

Mr. COCHRANE.

ed to pay such interest? Surely the minister can give us some figures in connection with this enterprise? He also tells the committee that the province has entered into an agreement to lease part of the line to the Grand Trunk.

Mr. COCHRANE. No, only to grant it running rights.

Mr. CARVELL. Well the province must get something out of it.

Mr. COCHRANE. I suppose it does.

Mr. CARVELL. If that is so what would the amount be? Furthermore does not the Grand Trunk agree to pay a certain portion of the upkeep and betterments of the road, and if so how much would that amount to?

Mr. COCHRANE. I do not know.

Mr. CARVELL. The minister ought to know. There must be some figures in his department.

Mr. COCHRANE. There are no figures in my department.

Mr. CARVELL. Then, I should think the minister from his own knowledge and experience as a member of the legislature of Ontario for some years past, ought to know whether the road is paying its way or not; and he should give the House the benefit of that information. Put it this way: If this road is paying its way, not only the expenses but interest on money spent in the construction—and I believe it is doing more than that, and has done so in the past, and now it is going to get \$300,000 or \$400,000 additional from the Grand Trunk Railway—what reason can there be for the Dominion of Canada—

Mr. COCHRANE. For what reason should we give a subsidy to any railway?

Mr. CARVELL. We give subsidies to railways to assist in construction. I do not want to hark back again to what has been repeated here, the statement of unfairness in the treatment of one member of confederation as compared with others, but I tell the hon. gentleman (Mr. Cochrane) he will meet this question, it will be brought to the attention of the House and the country in future sessions; and he will have to get down to some settled policy with regard to it; he will be compelled to call together the provinces and find a basis for these contributions. Take the case of our own province of New Brunswick—a case that was referred to by the hon. member for St. John City (Mr. Pugsley), but it will not do any harm to refer to it again. Forty years ago, we gave to a railway company 10,000 acres of land a mile, the finest land in New Brunswick. And to-day, that land is held by the New Brunswick Railway Company, and they would not take seven or eight million dollars for the property. Why does not my hon. friend give a subsidy to the province of New Brunswick?

Mr. COCHRANE. If the province of New Brunswick will undertake to build the road we will give a subsidy.

Mr. CARVELL. My hon. friend is not meeting the point fairly.

Mr. COCHRANE. Yes, I am.

Mr. CARVELL. He knows that the province of New Brunswick cannot undertake to build the road, because the road is built and running. We got it built though we had to give away practically half our timthe people who hold them are reaping big rewards. If the province of New Brunswick had back the property given for the construction of that road, we would not be coming here every few years and beg-ging an increase in our subsidy; we should have the resources to meet our requirements. Unfortunately the province of New Brunswick gave this land for the construc-tion of the railway. But Ontario, years ago, borrowed the money and built the ago, boltowed the honey and built the road. There is no essential difference— the province of Ontario is out its money and New Brunswick is out its land. But Ontario is being reimbursed while New Brunswick is not. That is what I am objecting to. Besides, this committee, I think, is entitled to information as to whether this road is paying or not. If the road is paying running expenses and interest on the money invested, there is no reason why we should contribute \$2,000, 000 to the exchequer of the province of Ontario unless it be that my hon. friend (Mr. Cochrane) wishes to remember his former friends in Ontario-and I would not like to impute to him anything of that kind.

Mr. COCHRANE. Don't worry, this is given on its merits.

Mr. CARVELL. Let the hon. gentleman (Mr. Cochrane) give some reason why he should make a present of this great sum to his native province.

Mr. BORDEN. Let me ask the hon. gentleman (Mr. Carvell) a question. Suppose the province of New Brunswick undertook to build the St. John Valley railway instead of entering into an arrangement with a corporation to do it, would the hon. gentleman raise objection to the granting of a subsidy to the province of New Brunswick on account of that road?

Mr. CARVELL. If it were necessary to help in the construction of the road I would not. But if the province should construct . 203 that road and operate it, or lease it to other parties, and if money were made on the operation of it, I do not see any reason why the province should come here and ask for a subsidy.

Mr. COCHRANE. Let me ask the hon. gentleman a question. Does not he think the Canadian Northern railway is going to make money out of its road? Yet we have passed a subsidy to them and guarauteed their bonds.

Mr. CARVELL. The hon. gentleman forgets that we are giving subsidies to the Canadian Northern railway and other roads to assist in building. He surely must realize the point I am getting at. It may not commend itself to his judgment, but he must know what I am trying to impress upon him. I have not a copy of the Subsidy Act before me, but I think he will find that in the very recital of every such Act it is stated that it is in order to assist in the building of the roads that we are granting the subsidies. Now, this grant to Ontario is not to assist the province in building a road, for the road is built, is running and paying its way, and not only paying its way, but, from in-formation I have, when they are in receipt of their added income from the Grand Trunk railway, it will be a money-making concern. Why, then, do we have to give \$2,000,000, which we need so much in other parts of Canada, to assist something which does not require assistance? I wish the hon. gentleman would direct his attention to that proposition.

Mr. CLARK (North Bruce). There is no doubt the road is everything that the minister (Mr. Cochrane) has said it is. I do not know its actual financial condition, but I believe that its financial condition is good, that the road is paying. But I do not see what material difference that makes with respect to this subsidy. This is a subsidy that should have been granted a good many years ago. Application was made for them, as the hon. gentleman has stated. We are only making a rather tardy acknowledgment of what the federal government owed the province of Ontario for building the pioneer road into that new country, which has developed so marvelously within the last few years.

Mr. MACDONALD. We are making the precedent here. This is the first time we have ever given a subsidy under conditions of this kind, granting money to a provincial government, not in aid of railway construction, but after the railway has been constructed. And, though the hon. Minister of Railways does not say so categorically, it is pretty well understood that the

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government that constructed it is making a handsome profit.

Mr. COCHRANE. No, no.

Mr. MACDONALD. My hon. friend from North Bruce (Mr. Clark) has just told us so. The right hon. the Prime Minister who is directing the destinies of this country, is forgetful of the interests of his own province when he hands out such a gift as this to the province of Ontario, not by way of providing railway facilities in greater degree to that province, but simply as a gift, while he deliberately refuses to do anything one way or another to assist in securing the construction of needed railways in the province of Nova Scotia. He and his Minister of Railways control the only great railway in that province. We ask them to extend that road, and he declines to do so, and instead of that gives the province of Ontario this subsidy, which is entirely unnecessary for the purpose of securing railway construction.

Mr. BORDEN. The hon. gentleman (Mr. Macdonald) is quite as inaccurate as usual. The government has not 'refused' anything of the kind. As a matter of fact, a railway is now being constructed in Nova Scotia by the government. So far as the other lines are concerned, it has been stated that the government is awaiting necessary information before embarking on the construction of these roads. In one case, there was a great divergence of opinion as to the best route; in another case, a tender has been received for what seemed to be so excessive an amount that my hon. friend the Minister of Railways and Canals thought it desirable not to accept the tender, but to make further investigation. So that, there is no proper suggestion along the line my hon. friend has presented to the committee.

I do not quite understand in what the objection of my hon. friends opposite 'consists. Do they suggest that if a province shall undertake the construction of a railway that is an important part of the great railway system of this country considered as a whole, that province should receive less consideration than would be accorded if a corporation and not a province were to build that road? It strikes 'me as rather difficult to maintain that position, and I am not quite sure that hon. gentlemen on the other side of the House would undertake to maintain that position, then the question arises to which my hon. friend from Carleton, N.B. (Mr. Carvell) has directed attention just now. He has said that aid should not be granted to this road because it has turned out, as he expresses it, a profitable Mr. MACDONALD.

venture for the province of Ontario. I do not know what the operations of the road during the past fiscal year may have re-sulted in; I do remember that three or four years ago there was a profit on it, but that since then the same condition did not obtain on account of the extension of the road further north, and by reason, I think, of employing a very large sum of money in betterments, and maintenance and improvements to the roadway. But I am quite sure that if the history of railway subsidies in this country were examined for the past 15 or 20 years, it would be found that subsidies had been granted by this parliament in respect of roads that have already been constructed. Unless I am greatly mistaken, I think an illustration of that kind could be found in the last five or six years. After all, as my hon. friend from North Bruce has very well and forcibly pointed out, an application was made by the province of Ontario for a subsidy shortly after its construction had been determined. The aid was not accorded. If the principle be a good one which I laid down a moment ago, that where a province undertakes the construction of part of the great railway system of this country it ought to be accorded the same treatment as if a corporation undertook such construction, why should the province of Ontario to-day be placed in a worse position by reason of the fact that the principle I have stated was not carried out in the first instance? If you carried such a suggestion as that to its logical conclusion, it would simply result in this, that every subsidy which has been granted by this parliament should have been granted upon the terms that if the road should eventually prove to be a financial success the subsidy must be paid back; that is what it would result in. But I am sure that no hon. gentleman in this House would be disposed for a mo-ment to say that parliamnet should grant subsidies under any such conditions. The present subsidy is placed before parliament for consideration upon the basis to which I have already alluded, that we cannot make any reasonable distinc-tion between the case of a corporation in the province of Ontario, or any other province, embarking upon a certain share of the railway construction of this country, and, therefore, being entitled to receive a subsidy, and the case of a provincial government which undertakes to construct an important part of the railway system of Canada, and, therefore, as it sems to me, is entitled to the same consideration. Then we of the fact that the subsidy which would have been granted to it upon that prin-ciple in the first instance was not thus granted. My hon. friend, the Minister of Railways, as I understand him, puts those two considerations forward as the basis upon which he presents a Bill for the approval of this committee. for

Mr. MACDONALD. The right hon. gentleman tells us that he can find a precedent for that government handing cut money by a company where a railway has been constructed, and where the advantage of railway communication has been received by the parties living in the country affected. I doubt if my hon. friend can find any such case; certainly it is not within my reco-lection that any such case has arisen in which this parliament proposed a grant of money to any railway company which had actually constructed a railway. The con-siderations which usually apply when these matters have come before this House, have as to whether this parliament been should give a subsidy for the construction of a certain piece of line before the rail-way is constructed. Now, my hon. friend says that simply because the province of Ontario did not get a subsidy when they asked for it, the province ought not to suffer on that account. Notwithstanding the fact that the railway has been con-structed, notwithstanding that it has brought railway communications to the northern portion of that province, and the public are enjoying all the advantages which are the only grounds on which sub-sidies are granted at all, my hon. friend says that all these considerations should be disregarded, and that we should make a present to the province of Ontario of this money. He says it ought not to be a matter of consideration whether the province of Ontario is earning interest upon the capital spent, and is making an income over and above; he says that should not be re-garded. All I can say is that my hon. friend is laying down some very peculiar doctrines with reference to assistance to railways. If provincial governments and railway companies are to be regarded as standing on the same basis hereafter, then we will watch with interest the developments of the future with regard to the attitude of his government in the assistance of railways. But I want to point out another consideration. My hon. friend has indicated that while we can hand out to the province of Ontario the large amount of money involved in this grant, and though the people interested have all the railway accommodation they require, and though it is a matter of indifference whether the railway pays or not, yet he hesitates before he will engage in railway construction in the province of | not to be compared?

Nova Scotia without being satisfied as to whether the piece of railway to be constructed will pay or not.

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Mr. BORDEN. I beg my hon. friend's pardon. I said nothing of the kind.

Mr. MACDONALD. Then if my hon. friend did not say that I would like to know what he meant when he indicated that the Minister of Railways was making inquiries with regard to the question as to whether the road, if constructed, would pay or not.

Mr. BORDEN. I explained at the time; said in respect of one of the railways alluded to there was a great divergence of opinion as to what would be the best route. The Minister of Railways thought it his duty to make an investigation with regard to that. So far as the other road was con-cerned, I said that tenders had been called for and were put in, but as I recall the facts, the sum asked for the construction of the road was so excessively high that the Minister of Railways did not feel justified in accepting it without further inquiry; and for that reason he did not accept it.

Mr. MACDONALD. The Minister of Railways has already told us that the reason why he struck out of the estimates the money that was in them, and did not accept the contract, was because he wanted to get information whether the road would pay or not. The Minister of Railways has said that repeatedly in discussions on this question. That is not the view of the Prime Minister. Then I understand the Prime Minister to rest his reason for refusing to go on with the railway this year upon the ground that there was a difference with regard to the question of routes, and because of the high price of the tender. Neither of these considerations are sufficient to warrant the Premier in cutting out of the estimates this year all provision for the construction of that road, because my hon. friend could have satisfied himself upon both those points if a reasonable amount of time for inquiry were given without the subject being postponed for a year. That has been the result of his action. My hon. friend had a problem in his own constituency, in regard to which the Minister of Railways had no more information than he had in regard to the construction of a road in the constituency of my hon. friend from Guysborough (Mr. Sinclair).

Mr. COCHRANE. We have a plan and report showing the cost and everything else and it is not to be compared with the other road at all.

Mr. MACDONALD. In what way is it Mr. COCHRANE. We have the engineer's report which shows what is rock, how many yards of earth, the cost and everything about it.

Mr. MACDONALD. Well then, my hon. friend, on account of some imaginary condition as to the cost, strikes this out of the estimate altogether and says we will That is the not do anything for a year. position which the Prime Minister is in. He is giving this money to the province of Ontario, not for the purpose of securing railway construction, but as a bonus irrespective of any consideration as to the character of the railway that is being constructed, and he is absolutely refusing to give any consideration to his own province. Indeed he goes to work and strikes out the money that has been provided for a railway in his own province, because there is some little difficulty about the survey of the line. My hon. friend has not given a sufficient answer to the people of his own province, and they will expect from him some better justification for his being so liberal with other provinces, and being absolutely close and penurious in regard to the province that sent him here.

Mr. CARVELL. I want to point out to the Prime Minister the position he is taking in respect to this matter. My hon. friend is laying down a new doctrine which means that no matter who decides to build a railway, and no matter what kind of a railway it is, all they have to do, is to build that road and then comehere and this government will be compelled to give them a subsidy of \$6,400 a' mile.

Mr. BORDEN. I beg my hon. friend's pardon, I said nothing of the kind.

Mr. CARVELL. I am willing to submit it to this House if that is not the conclusion that anybody must draw from the statement made by the right hon. minister and the Minister of Railways and Canals. There has never been a regular subsidy granted in Canada up to this date, but it has been in the form of a subsidy in the Subsidy Act. There have been certain conditions laid down that must be fulfilled before the money may be paid. The road must be constructed according to a specification that is satisfactory to the minister. It must be constructed in a certain way and it must pass the inspection of the engineers. None of these things occur here. We have no knowledge whether this is a railway or a tramway, we have no knowledge whether the grades are 3 per cent, 4 per cent or 4-10ths of one per cent. It is true, the Minister of Rail-Mr. MACDONALD.

ways says that some gentlemen who travelled over the road—I think the Chairman of the Railway Board—says that it is a good road. Surely, if a company came to this parliament and asked for a subsidy, my hon. friend would not grant it on evidence like that. He would say: Produce your plans and profiles and let us sign a contract, so that we will know what we are doing. Yet, without any plan or profile being produced—

Mr. COCHRANE. I never heard of inserting a clause that it should be built up to the standard of some of the roads you gave subsidies to.

Mr. CARVELL. My hon. friend wants to change now that we are showing how ridiculous the position is, in which he is placed. The more you argue the question, the more ridiculous is the position into which you drive these gentlemen. I think it would be a great deal better if he would get up and say: We owe Sir James Whitney \$2,000,000 and therefore, we are going to make him a present of this money.

Mr. SUTHERLAND. Mr. Chairman, as a representative from the province of Ontario I must take exception to some remarks made by hon. gentlemen opposite. The hon. member for Pictou (Mr. Macdonald) stated that this was a free gift. I want to say that it is merely an act of justice to the province of Ontario. It cannot be con-sidered as a gift at all. The hon. member for Carleton, N.B., (Mr. Carvell) also made a statement which I think, upon reflection, he would feel like withdrawing. These hon. gentlemen have stated that they do not know to what this payment is due unless a desire on the part of the hon. Min-ister of Railways and Canals (Mr. Coch-rane) to reward his native province. I take exception to such remarks as that and I contend that this is a matter of justice to Ontario. We can well understand the attitude of hon. gentlemen opposite in their opposition to anything that savors of public ownership in this country. We know what their attitude was with regard to the building of the Intercolonial railway and extending it westward where it would have been a paying concern. We know how they did everything in their power to stifle that being done. It was acknowledged here the other night by the hon. member for South Renfrew (Mr. Graham) that when the road was first began there was but little prospect of it becoming a paying proposition.

Mr. MACDONALD. What was the attitude of the hon. gentleman and his friends when Sir Geo. Ross proposed to build this Timiskaming and Northern Ontario road in the first place?

Mr. SUTHERLAND. The attitude of my friends and of the opposition in the legislature was that they were in favour of the railway but they insisted that the government should not only build the road but that they should operate it as well. That was the only difference of opinion there was in the House at that time. The government undertook to build this road because it was not likely to be a paying pro-position and there was no company that felt like undertaking to build it. They felt like undertaking to build it. went on and built it and fortunately it turned out that it opened up a country that has possibly no rival on the North American continent for richness. It will undoubtedly be a road which will be a valuable asset for this country. Is there any reason why, after the government have ventured into this undertaking and have opened up this country-and I may say they have opened up a country that the late government absolutely overlooked in connection with their policy of coloniza-tion—they should not receive the subsidy that would not be paid to any private company? The government were forced to do that through the neglect of hon. gentlemen opposite when they were on this side of the House. They saw no possibility of settling up this clay belt in North-ern Ontario without a railway and there-fore the Ontario government went ahead and built the road and did everything else towards settling that district. Now, we find that there is an objection among hon. members on the other side.

Mr. CARVELL. I was under the impression that the Transcontinental railway went through this clay belt. Is that true?

Mr. SUTHERLAND. This road was under construction before the Transcontinental railway was started.

Mr. CARVELL. Perhaps the hon. gentleman does not want to answer the question and if so he does not have to. But, I would like an answer to my question. I was under the impression that the Transcontinental railway passes through the clay belt. Is that true or not?

Mr. SUTHERLAND. Certainly it does, but the Transcontinental railway does not go near the Timiskaming district. It is away beyond the height of land. The Timiskaming and Northern Ontario railway had for its primary object the opening up of a route into the Timiskaming district. Where there was a large tract of agricultural land and that is what they were aiming at when they built that road. Now we have got to the stage where we felt justified in extending the road even farther north than the Transcontinental railway and I believe it will eventually go to Hudson bay. Is there any reason why Ontario should not receive the usual bonus

which is handed over to companies? Is there any reason why, even although this road has become a paying concern, that it should not receive this bonus because it is a paying road? I cannot see any force in that argument and I do not believe that anybody will say that there is any force in it. I believe that the primary and principal objection on the part of hon, gentlemen opposite is to anything in the nature of the public ownership of railways in this country. Now, I desire to refer to another matter.

Now, I desire to refer to another matter. We have heard a great deal about the maritime provinces and western Canada since this parliament has been in session but we have heard very little about the provinces of Ontario and Quebec. I will venture to state that three-quarters of the time of this House has been taken up with discussions affecting the maritime provinces and western Canada and because Ontario had not been much in evidence I suppose some hon, gentlemen have allowed themselves to believe that we are getting more than we are entitled to.

If there be any hon. member in this House who has such an idea in his mind, I take issue with him here and now. I say, Sir, that Ontario has been altogether too modest during this session, and during past sessions, as regards what she is entitled to. Compare the bonuses paid by the Ontario municipalities last year with the bonuses paid by other municipalities in the different provinces of the Dominion, and you will see at once the importance of and the necessity for railway develop-ment in that province. I find, from the official returns, that the municipalities of Ontario paid in bonuses for railway construction during the past year \$13,361,075, while all the municipalities in all of Canada paid only \$18,042,823, which shows that the Ontario municipalities paid three times the amount that was paid by all the other provinces of Canada. Where can you get better proof that the people of Ontario are alive to the neces-sity for railway extension? Then, when there is a railroad built on the east side of the Ottawa river, in the province of Quebec, up into a country very much district, does not Ontario contribute her proportion to the subsidy given by the Dominion for the building of that road, and is it to be said that when a railroad into a similar district is built in Ontario the province must build it unaided, and that she is to receive no grant from the Dominion treasury? The same remark would apply to railway construction in western Canada and indeed all over this Dominion. And if to-day we are voting a subsidy for a railroad already built, that

is no fault of Ontario; that is due to the fact that the Liberal government at Ot-tawa refused to give a grant when the railway was under construction, and which the province was justly entitled to at the time. This paying of the subsidy now is, therefore, only a matter of tardy justice to the province, as any one who approaches the question with an impartial unprejudiced mind will realize at once. We were told by the hon, member for South Renfrew (Mr. Graham) the other night, that the Temiskaming and Northern Ontario was only being built by the province because there was no prospect of it being a paying road, and now the argument is used by his friends on the other side that because it has become almost a paying road—and I a mhappy to say it has exceeded the expectations of the most optimistic in that respect-it should be debarred from receiving a subsidy. The hon. member for Carleton, N. B. (Mr. Carvell) slightingly referred to this railway and said that he did not know but what it might be a tramway, as there was no information before the House in rela-tion to the standard of the road. Well, all the hon. gentleman (Mr. Carvell) has to do is to ask the opinion of the Minister of Railways under the late government sitting in front of him, (Mr. Graham), or ask others of his Ontario friends around him, and they will be able to assure him that it is a first-class road and one much above the average standard. I feel, Sir, that it is my duty to resent the insinuations made by members of the opposition to-night, that this is merely a handout to the province of Ontario. I say it is an act of tardy justice to that province; an act of justice that should have been meted out years ago.

Mr. CLARK (Red Deer). If my hon. friend (Mr. Sutherland) is right in saying that Ontario has suffered from modesty in the past, there is a good deal of reason for thinking that it is a virtue she will soon get over under the guidance of the Minister of Railways.

Mr. COCHRANE. I hope so. '

Mr. CLARK (Red Deer). After all, there is something to be said for the Ontario view of this question—

Mr. BENNETT (East Simcoe). The majority she gave last time.

Mr. CLARK (Red Deer). I did not expect that in the person of my hon. friend from East [Simcoe (Mr. Bennett) I would find so easy a ground upon which to sow an argument I was going to use. The government find themselves fortunately in the possession of a very large surplus, and if that surplus is to be divided, why, of

Mr. SUTHEKLAND.

course, as the hon. member from Simcoe says, a large portion of it ought in all fairness, go to Ontario. One-third of this entire House, consists of Conservative re-presentatives from that province-to the victors belong the spoils. My hon. friend from East Simcoe says that is the principle upon which this is being done, and I do not know that one needs to go any further. But, while that argument may commend itself to the people of Ontario, my hon. friend from Pictou (Mr. Macdonald) has some doubts about it commending itself to the people of Nova Scotia, and I have similar doubts with regard to the part of the country from which I come. The division of a surplus is a very pleasant business, while it lasts, but I question if there will be so large a surplus in the immediate future for this.country, to divide. My hon. friend from Oxford (Mr. Sutherland) speaks from what appears to me to be a very clear head, and his speeches have always the commendation of brevity, but I do not know that I can subscribe wholly to his arguments; that it is the duty of the present government to repair all the errors of past governments. I should errors of past governments. I should think hon. gentlemen themselves would hesitate to undertake that task in regard to the government which has just gone out of office, if their offences are anything like as numerous as these gentlemen opposite would lead the country to believe they are. I do not think that any one on the other side of the House has met the argument which has been repeated with very great clearness by my hon. friend from Carleton, N.B., (Mr. Carvell). He has said that the general rule in regard to subsidies in this country has been that they are given for the construction of a railroad, and there is no pretense that that is so in this case; no pretense whatever. The road is constructed and according to the best information we have, it is paying, and there is a proposition to hand over to the province two million dollars on behalf of a road which is a paying proposition. That is the bald proposal with which Canada is confronted here. To my mind, it is very doubtful if throughout the whole of the country there will be anything like the enthusiasm of those seventy odd members, whose state of mind has been so innocently and clearly acknowledged by my hon. friend from East Simcoe (Mr. Bennett). The Prime Minister asked if any one on this side of the House, would take the position that subsidies should not be given to roads that are paying. Did I understand my right hon. friend aright?

Mr. BORDEN. No. What I stated was that the principle which was advanced by

hon. gentlemen on the other side of the House, would lead logically to this conclusion; that we should insert a provision in the Subsidy Bill that if a road should become a paying concern, the subsidy should be refunded.

Mr. CLARK (Red Deer). That would be a very distant conclusion to reach from what is a very palpable premise. We have a road already constructed, and we have it a paying road, but to insert the other provision in regard to a road, that if it paid the subsidy should be returned, would be very problematical kind of legislation.

Mr. BORDEN. I would think so.

(Red Deer). Mr. CLARK Although there may be some logic in the proposition. I do not think any man on either side of the House would seriously try to defend the proposition on the other hand, that we should give subsidies to roads that are paying.

Surely no one on either side of the House would take up that position. We have a much better use for money than to give it to a road that is actually paying. No one on either side of this House would support that doctrine. The evident duty of a government that is confronted with a surplus of \$39,000,000, and finds nothing better to do with it than to give millions out of it to a road that is already paying, is to relieve the country of taxation, and to see that they shall not have such a surplus in succeeding years. That is the course that a government that is economically looking after the proceeds of the country would take. But, in the meantime, as I began by saying, there is a certain rough justice, when you are dividing up the surplus, in giving Ontario a good pull on the present occasion, and my hon. friend the Minister of Railways has some sort of justification for his conduct in that he is carrying out the well-known scriptural injunction, 'to him that hath shall be given.' I do not know, however, that that would carry him very far in the financing of a huge country like Canada. In regard to these subsidies he would certainly require stronger ground to stand on than that suggested by the Prime Minister. As a matter of fact, there is a large and growing opinion among some of the most thoughtful people in this country that this subsidizing of railroads is a policy that needs to be watched very carefully. The time will come when we shall not have the enormous wealth we are The time will come when we shall wading in at this moment, when we shall not have the huge importation of wealth that we are having, or the huge production of wealth following upon that importation, and when this policy of subsidizing you if they told you that.

railroads will have to be carefully looked into. I must protest against the doctrine that any justification can be given for granting a subsidy to what is already a paying concern.

Mr. SINCLAIR. I am surprised at the position taken by the hon. Minister of Railways, who must certainly be well posted in regard to the Timiskaming and Northern Ontario railway when he declined to state to the House the profits made from year to year by that road. I took the trouble to look at the account of the treasurer, and I find that in 1909 the commission paid to the treasurer of Ontario \$550,000, and in 1910 it paid \$420,000, and carried forward to the rest \$238,176.60. I have not been able to get the figures for 1911; but these figures show the House that this road is a very profitable venture indeed. Now, I submit that the argument advanced by my hon. friend from Carleton, N. B. (Mr. Carvell), has not been answered; that is, that subsidies are given in this country to aid the construction of railways, not to help railways that are already built and on a paying basis and earning money. Suppose, for example, that the Canadian Pacific railway had been built without a subsidy and had got to be a great institution, very wealthy, earning an enormous amount of money, would it be proper for the people who own it to come to the government now and say, you never gave us a subsidy, and, therefore, you ought to give us one now? My hon. friend from Pictou (Mr. Macdonald), referred to the fact that the Prime Minister had refused to build a branch in the county which I have the honour to represent, because forsooth he was seeking further information in regard to it. If he will look back over the de-bates that have taken place during the present session, he will find that the hon. Minister of Railways stated that he would not embark in that venture unless he had the assurance that the railway would pay, not only running expenses but interest on the capital. That was the principle he first laid down. A large deputation from the province of Nova Scotia interested in the construction of that railway in my constituency, waited upon the Minister of Railways, a number of his political friends prominent men in that part of the country, and I was told by some of them that he informed them that unless they could show him that at least ten carloads of fresh fish would be shipped every day on this railway from the coast to the Montreal market, he would not embark in the undertaking.

Mr. COCHRANE. They were stuffing Mr. SINCLAIR. I pointed out to my hon. friend that the Montreal market did not take ten carloads of fresh fish every day, that all the markets consuming fish in Canada would not take five carloads of fresh fish a day, and the other five car-loads, if laid down in Montreal, would have to be thrown over the wharf. I do not know whether or not that argument appealed to him, but we have not since learned from the Minister of Railways whether or not he intends at any time to em-bark in the construction of that branch The right hon. the Prime Minister line. stated that he was seeking further informa-tion. I want to say to him that 40 miles of that road was contracted for by the late government, and in regard to those 40 miles he has complete information. He has the number of yards of earth to be re-moved, he has the bridges to be built, he has the number of yards of rock to be taken out, he has every particular that he could possibly require. Every one who knows anything about railway building admits that the contract was a good one for the government. \$100,000 was deposited by the contractors with the government, and the contractors were ready to commence work on that contract at the time my right hon. friend came into power. Instead of looking for further information, what did he do? He cancelled the contract that had been let for the 40 miles, and dismissed the engineers who were getting the information over the other 40 miles. It does not look to me as if my right hon. friend was sincere when he stated that he wanted information, because if it was really information that he wanted, he would have allowed the engineers to complete the work, as they were very nearly through with it at the time he came into power. He must find some better argument than that. When the late government were dealing with this question, they found that they would require two branches—one into the county of Guysborough and one into the county of Halifax. At that time my hon. friend was, as at present, representing the county of Halifax, with his colleague, Mr. Crosby, both Conservatives. The late government made no difference because of the fact that the county of Halifax was represented by Conservatives. They laid down a line in the county of Halifax and another line in the county of Guysborough. But when my right hon. friend comes into power, he retains the line in his own county and strikes his pen through the \$1,000,000 that was estimated for the construction of the line in the county of Guysborough. Now, that is the situation. I do not know when it is to be remedied; but I will lose no opportunity in pressing it upon the Prime Minister and the Minister of Railways. They must find some better argument than bec, from which I come.

Mr. COCHRANE.

any they have advanced yet in this House before they can satisfy the people of east-ern Nova Scotia in regard to this matter. My hon, friend from Red Deer (Mr. Clark) has stated that the principle on which this money is given to Ontario and to other parts of Canada is the biblical principle that to him that hath shall be given. I ventured the other night to make a paraphrase of that and to put it this way: 'To him that hath a political pull shall be given, and from him that hath not a political pull under this administration shall be taken away even that which he hath.

Mr. DEVLIN. The Bill is entitled an Act to grant subsidies to the government of the province of Ontario. To that I would not have objected, but we on this side of the House, have been amazed at the amount and character of the subsidies which have been granted to the province of Ontario during the present session. It is just possible, Mr. Chairman, that within the course of the next few months, or probably within the next year, we may have to face the electors of the province of Quebec, and I feel certain that when we go before them to speak on provincial matters, they may probably ask us, as the custodians of the interests of the people of this country, what we have been doing in this House to preserve the rights of the different prov-inces. We have the Nationalist members of this House, seated on the opposite side.

#### Some hon. MEMBERS. Oh, oh.

Mr. DEVLIN. If those hon. gentlemen had an argument to advance during the last federal election, it was that they wanted to be elected to the House of Commons, in order to preserve the rights of the province of Quebec. Now we have heard the plaint during the present session from the maritime provinces, and from the western provinces, that the rights of the people of those provinces have been sacrificed, and we are now amazed to see how the national resour-ces have been parcelled out to certain provinces. Sir James Whitney made demands upon the treasury of this country and he has been able to dictate the amount of money that he wanted for Ontario, and he would have taken all of it if it had not been for the iron hand of the Minister of the Interior who has claimed his share for Manitoba. The Cabinet ministers from the other provinces have allowed these two gentlemen to take all they wanted for their own provinces, and have failed to maintain the rights of the maritime provinces, the western provinces, or the good old province of Que-

#### Mr. CURRIE. Carried.

Mr. DEVLIN. The hon. member for North Simcoe, with that melodious voice so well known in this House has been able to say carried, but if he stands up and gives a good, valid reason why this amount should be given to Ontario to the detriment of the other provinces, I tell the hon. member that I will immediately resume my seat and vote for these subsiidies.

Mr. BENNETT (East Simcoe). Did not the construction of the Temiskaming and Northern Ontario railway materially benefit the Timiskaming district, and the province of Quebec?

Mr. DEVLIN. If I were as provincial-

Some hon. MEMBERS. Oh, oh.

Mr. DEVLIN-as only to look at the interests of the province from which 1 come, then I would say I have no right to sit in this House. The idea is advanced that this railway will benefit the province of Quebec, but I know that a sum approaching \$2,000,000 is given to the government of Ontario to bonus a road which is now built, to bonus a road which is paying for itself, and which, if my information is correct, is paying the interest upon the bonds. I find also that this government has been giving hundreds of thousands of dollars towards roads in the province of Ontario. It has furthermore just made a gift to Ontario of a property in the city of Toronto which is estimated to be worth \$1,000,000, and now, in spite of the British North America Act, in spite of the principles which were laid down by the fathers of confederation, it wants to make a further gift of \$2,000,000, and the hon. member for East Simcoe says that it benefits the province of Quebec. The hon. gentleman says to us: 'Cast the Confederation Act to the winds, let all the rights of the people be ignored, and support the grant of this money, because forsooth, it means some benefit to the province from which you come.' That is not a policy that I will advocate as long as I have the honour of a seat in this House. We find that the present government has not been able to grant the smallest possible sum towards the construction of a work which is national in its character, the Georgian Bay canal, and yet it can give millions to pro-vincial governments. When we ask parliament to vote a few dollars towards the construction of the Georgian Bay ship canal the government says: 'We cannot give it, we have not got the money.'

An hon. MEMBER. What did the Liberal government do for that project? Mr. DEVLIN. The Liberal government every year expended large sums of money in completing the surveys and in getting the very information we nave to-day, and which the Prime Minister says he is most anxious to get. Why the Liberal government—

Mr. WHITE (North Renfrew). How long is it since the surveys were presented to the House by the Liberal government?

Mr. DEVLIN. In answer to my hon. friend from North Renfrew I will say that I have here the last report prepared by the late government on the Georgian Bay ship canal, a most complete report, and upon that report the government prior to the 21st September was prepared to go on and build that canal.

Some hon. MEMBERS. Oh, oh.

Mr. WHITE (North Renfrew). Was not the report to which my hon, friend refers laid on the table of the House in 1908?

Mr. DEVLIN. Let me ask the hon. gentleman—

Some hon. MEMBERS. Answer the question

Mr. DEVLIN. Let me ask the hon. gentleman why it was we were not allowed to pass the estimates at the last session of the late parliament, which would have provided millions of dollars towards the building of the Georgian Bay canal?

Mr. CURRIE. There was not a dollar in those estimates for the building of that canal.

Mr. WHITE (North Renfrew). There was never any appropriation made for the building of the Georgian Bay canal by the late government.

Mr. DEVLIN. But we were just on the point of doing it-

Some hon. MEMBERS. Oh, oh.

Mr. DEVLIN. We were just on the point of doing it when the government that was prepared to construct the canal was turned out of power.

Some hcn. MEMBERS. Hear, hear.

Mr. WHITE (North Renfrew). After it had been 15 years in power.

Mr. DEVLIN. Was there a year while the Liberals were in power when the government did not expend a large sum of money towards the work of the Georgian Bay ship canal?

Mr. WHITE (Renfrew). Many years, prior to a year or two before that report was brought down. Mr. DEVLIN. Were they not at the work of the survey of the river? Were they not at the work of conserving the waters of the upper Ottawa? Were they not at the work of dredging the river? Were they not in these and other ways, year by year, doing work with a view to building the Georgian Bay ship canal?

Mr. WHITE (Renfrew). They put a million in the estimates for the Newmarket canal, but they did not put in a cent for the Georgian Bay canal.

Mr. DEVLIN. The hon. gentleman knows perfectly well that if we had returned to power----

Some hon. MEMBERS. Oh, oh.

Mr. DEPUTY SPEAKER. I think the hon. member is not keeping very closely to the question before the Chair.

Mr. DEVLIN. But hon. gentlemen opposite ask me questions-

Mr. DEPUTY SPEAKER. I understand the reason, but I would remind the hon. member-of the rule.

Mr. DEVLIN. I bow to your ruling, Mr. Chairman. But are you going to allow hon. gentlemen opposite to ask me questions upon a national work and not allow me to answer? I would like your ruling upon that point.

Mr. DEPUTY SPEAKER. I understand the hon. gentleman (Mr. Devlin) himself gives permission to the hon. members to put questions. But I cannot for that reason allow him, on the question now before the Chair, to indulge in a long discussion on the Georgian Bay canal.

Mr. DEVLIN. I give these hon. gentlemen the right to ask me a question; of course I have to ask the Chair's permission to answer them; but if that permission is not given, I will submit to the ruling. I wish to protest against this expenditure, to protest against it as being unjust to the other provinces of the Dominion, and especially to the province from which I have the honour to come. I wish to protest at the same time that this sum should be given towards aiding a small railway in the province of Ontario, when we were at the door of the government begging and begging for the construction of a national work. And will you allow me, at least, and in closing, to name that work—The Georgian Bay ship canal.

Mr. McKENZIE. Mr. Chairman-

Some hon. MEMBERS. Oh, oh.

Mr. McKENZIE. I am not to be dissuaded from what I feel to be my duty in this connection by any conduct which hon. gentlemen on the opposite side think

Mr. WHITE (Renfrew)

it well to follow. I never rise in this House for the purpose of obstructing any measure nor for factious opposition. I wish to speak on this occasion because this is a question which touches the development of railways in the Dominion. I do not take the position I do because the province which this is intended to benefit is the province of Ontario; but I think it is my duty as the representative of an important section of the province of Nova Scotia to put the views and necessities of my people before this House whenever proper occasion arises. Whatever I may think of the politics of the hon. leader of the government (Mr. Borden) I have always had great regard for his knowledge of law and his great attainments as a lawyer. But he found some difficulty in pointing out any difference between a province building a railway and a private com-pany building a railway. I think there are many striking differences. Let me call to the notice of the right hon. gentleman and the House some of these differences, which surely must be apparent to him as they are to any person. The hon. gentleman has taken pains on several occasions to tell us that property of the Crown in the right of the Dominion is not essentially different from the property of the Crown in the right of the province. He is aware that the Temiskaming and Northern Ontario railway is owned by the Crown in right of the province of Ontario, and the money that it is proposed to grant is the money of the Crown in the right of the Dominion. When the Crown under-takes to give to itself, to transfer money from one pocket to another, there must surely be manifest and striking differences between that and a corporation coming to this government for money. And is there no difference between a government-owned railway and a privately-owned railway? We have often been told the Intercolonial railway can give low rates because its betterment's are paid for out of government money and it is not called upon to pay dividends to any person whose money is in the road. These were the considerations always put forward as reasons why the Intercolonial railway could give low rates. The province of Ontario has money in this railway, but it is Crown money and upon it the province is not called upon to pay dividends. The betterments come out of government money. For these reasons it is in a different position from a private corporation, which, before it can get money to go into enterprises of this kind, must hold out a fair hope at least that it will be a dividend-paying enterprise. I submit, therefore, that giving a subsidy to a private corporation and giving a subsidy to a provincial govern6425

ment are entirely different propositions. But suppose the Prime Minister (Mr. Borden) is correct in saying that the province of Ontario could be put in the same position as a private corporation, surely he will exact from the government of Ontario the same conditions that he would exact from a private corporation. In such a case as this, a private corporation must carry the mails free of charge. Is there anything in this Bill to make it obligatory u on the government of Ontario that this line and its branches shall carry the mails free of charge? Not a word. In such a case as this, a private railway corporation must come under the operation of the Railway Commission, and be subject to the traffic regulations of this country which gives to every part of the country a uniform rate of tariff and uniform railway law. Is there anything in the Bill before the House to compel the government of Ontario to come under such conditions or submit itself to such regulations? Not a word. A private railway corporation would have the submit stself to every condition that this government should wish to impose, in regard to its traffic. But no such conditions are provided here. Further, if this money is to be granted at all, it must be on the analogy of the conditions of the Subsidy Act. I submit, therefore, that every condition found in the Subsidy Act should be complied with before this money is paid. I ask the Prime Minister and the Minister of Railways why do they not make the conditions apply in the payment of this subsidy? A private company must show that its road is built to a certain standard, that a certain number of miles have been built, that it has certain grades and that it cost so much money. There is not a word from the government of Ontario to show whether this road cost \$3,000 a mile or \$50,000 or \$100,000 a mile. It must therefore be assumed that the only proof that is required is, that which is openly the hon. member from East Mr. Bennett)—that Ontario stated by (Mr. Simcoe has given a large majority to the and it has only present government, to present its claim and amount of money it may ge't any may require. I do not know that that is enfirely the reason or the condition. I am not opposing this because the money is to be paid to the province of Ontario, but if we are to do business here, we must see to it that money is paid out along well understood business lines. The Prime Minister says that the province of Ontario is to be put in the place of a private corporation. Yet he asks us to differentiate between the position of the province of Ontario, and the position of private corporations. I sub-

mit that if the Canadian Pacific railway or the Canadian Northern railway were coming before this government asking for this subsidy, I do not believe they would be heard at all, we would not listen to them a minute; but if we did listen to them, we would exact from them the hardest and fastest kind of a bargain, we would make the most rigorous provisions that every dollar that went into that road should be expended in the way that we thought best in the interest of the public. The Minister of Railways comes before us to-day without any such evidence at all, he does not require the province of Ontario to say how much the road is going to cost, or how many miles are to be built, or any of those conditions that we exact from private corporations. I am strongly of the opinion that even hon. gentlemen opposite would themselves feel far better if a clean cut case were made out before this House, and one that they could defend before their constituents.

Now, the taunt has been thrown across this floor frequently when we question a grant like this, oh you are opposed to this thing, and you are going to vote against it. That is not the proper way to approach a public question. It is the business and duty of every man in this House to refrain from giving a vote until he is satisfied that the thing is right, and is being conducted on proper principles. There was an effort made here to-night to show that we were opposed to this thing because it was going to the province of Ontario. Nothing of the kind has ever entered the mind of anybody in this House, so far as I know. I want to point out to the Prime Minister that I am not so much concerned about one province or another, as I am that all parts of the country should be treated fairly, on a basis of proportionate equality of treatment. I do not think that the province of Nova Scotia, or the non-railway parts of the province, are treated by this government in the manner that they ought to be treat-. Why was it necessary to strike out ed. of the estimates money that was put in them last year, and twice voted by this House for the building of those branch lines? It would be encouraging to the people to have those votes left in the estimates, and to have them put at the disposal of the government to be used when the alleged information was obtained. In the county I have the honour to represent there is only 22 miles asked for, that has all been passed over by the engineers, ample information has been obtained, and is lying in the department. Enough money to make a fair start was in the estimates. Now we find the money has been struck out of the estimates, and we are told that nothing

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will be done until we come here some time next year. It would not take more than six weeks for the Minister of Railways to put these engineers on this road again, and call for tenders, and if he did not find the tenders to his liking he could build the road himself.

We are told that the province of Manitoba is entitled to great consideration be-cause the people there are pioneers. I want to tell the Prime Minister that there are no greater pioneers in Canada than he will find in the province of Nova Scotia. They came here 200 years ago and found nothing but a wilderness. Indians and woods down to the waters. They took their axes in their hands and cut down the trees and began to cultivate the soil. They have been there for the last 200 years, and yet they have no railway. Are they not pioneers, are they not entitled to some consideration? They have paid their share of the taxes for the last 200 years, they have discharged their duties of citizenship ever since confederation, and when we had \$200,000 in the estimates last year, voted twice by this House for the purpose of giving them railway communication, now the Minister of Railways strikes it out. What is he giving elsewhere? He is giving \$26,-000,000 in subsidies to different parts of the country; he has given \$2,000,000 to the province of Ontario, he has given \$1,715,-000 to the Canadian Pacific railway and to other roads for bridges all over Canada. That great and successful concern, the Canadian Pacific railway, with so many millions that they do not know what to do with them, are given some hundreds of thousands of dollars to build bridges which they can well afford to build themselves, but the minister has not a dollar with which to make a survey in the county of Victoria; and the Prime Minister who comes from that province, who is our only hope in this Cabinet, sits by and says Amen while his Minister of Railways strikes that out of the estimates. And when we come here and put our case before the government in a fair and honest way, we are met with an effort on the part of hon. gentlemen behind the Prime Minister to hoot us down. That is the only consideration we get from the vast majority sitting behind the Prime Minister. The Minister of Railways has given \$6,300,000 to the province of British Columbia, against which I have nothing to say. We have altogether something like \$35,000,000 scattered all over this country, and how much does Nova Scotia get out of it? There is only one little bit of a line getting \$192,000, amounting, according to population, to some 40 cents a head to the people of Nova Scotia, when there is something like \$4.50 per head for the people of the whole Dom-inion given in railway subsidies and for

Mr. McKENZIE.

other enterprises in this country. Is that something of which the rume Minister can feel proud? I submit that there is a vast difference between granting money from one government to another, and granting it from a government to a private corporation, and the Prime Minister knows well there is a great difference. All I ask him to do is to treat the province of Ontario exactly upon the same lines, upon the same conditions, and upon the same principles as he would a private corporation.

Sir WILFRID LAURIER. I may be permitted to express my regret, though the fault is altogether my own, that I was not present in the House when this debate was started upon the resolution which has been moved by my hon. friend the Minister of Railways and Canals (Mr. Cochrane). But, from the nature of the debate on the other side, to which I have listened since I entered the House, it seems to me that the majority do not at all appreciate the importance of the departure that we are making to-day in our system of constitutional government. I submit with all deference to the House that this Bill constitutes a very important and wide departure from the principle which has governed confederation up to the present time. The question is im-portant not alone in the consideration of the amount involved, large though it be, but it is important from the fact that we are at the present moment undertaking to subsidize a railway built by a prov-ince, which belongs to the government of the province and which it is intended shall remain the property of the province. The question is not a new one to myself personally, because, when the late administration was in office, the legislature of Ontario passed a resolution once, if not twice, asking the very same thing that is now done, that is to say, a subsidy from the Dominion treasury for a provincial railway. At that time the legislature was controlled by my own part" but I had to say to my own friends in the legislature and the government of Ontario, that in my humble judgment the province of Ontario was not entitled to this subsidy as it could not be granted except at the cost of a great injustice to the other provinces. Under our system of federal gov-ernment every province is allowed a certain proportion of the revenue of the Dominion to carry on its own affairs. The province of Ontario in this respect has always had the lion's share and no one finds fault with that. She has had the lion's share because she is the province with the largest population. The provincial subsidies that we pay to the provinces are based upon population and, the popu6429

lation of Ontario being the largest of all the provinces, she is entitled to receive the largest subsidies and properly so. Last year the subsidy which we received amounted to two million and a few hundred thousand dollars. So far, so good. This money which is paid to the province is devoted to the purposes and to the necessary expenditures of the government. A part will go to civil government, an-other part to the administration of justice, another part to education and a part to works of local importance. So long as this is done within the limits of the subsidy allowed to the province no fault can be found; on the contrary, every encour-agement must be given to it. But can it be said with any claim of justice that any province in the Dominion which chooses to build an important local work for its own advantage is entitled to come and get out of the treasury a larger amount of subsidy than is given to the other prov-inces? That is the question which we have to deal with now. That was the question which was presented to the late administration and I had to say to my friends from Ontario that in my humble judgment they could not get out of the treasury of the Dominion more than was provided under the terms of the constitution.

Mr. COCHRANE. Did the hon. gentle-man object to the federal government giving a subsidy of \$6,400 per mile to the province of Quebec in 1884 for a road from Quebec to Montreal or a subsidy of \$12,000 for a road from Montreal to Ottawa?

Sir WILFRID LAURIER. If my hon. friend asks me that question I will tell him how I voted upon that occasion. I have the vote here. I may say that I in-tended to speak on that question because it comes naturally out of the correspond-ence which has been brought here by my hon. friend. I beg to repeat here, in order to make my argument consecutive, that in my humble judgment the province of Ont-ario was not entitled to a subsidy for a provincial road which was to remain provincial even though it received a subsidy. If the intention of this Bill is to make this road a national road coming under the laws and government of Canada I have nothing more to say; I am prepared to vote for this subsidy. But, if this road is to remain a provincial work under the control of the Ontario government alone and is not to be subjected to the laws of Canada, then I repeat what I said, that you cannot with any injustice ask a sub-sidy for the province of Ontario. That is the position which I take.

Mr. AIKINS. Does the right hon. gen-

given to a provincial railway when con-structed by a corporation and which still remains a provincial railway?

Sir WILFRID LAURIER. If you want to keep this railway as a corporation railway, well and good, I am ready to meet you on that point. If this is a corporation road it will be treated as all the other railways have been treated up to this time and will be brought under the laws of the Dominion of Canada, and will be subjected to the Railway Commission and to the jurisdiction of this parliament. Is that intended for this road? It is not intended for this road. This road is to remain a why I intimated even to my own friends that we could not give them what they are asking from us. They were maintaining the road as a provincial road.

Mr. AIKINS. Does the right hon. gentleman say that a subsidy is not to be given to a provincial railway unless it is declared to be a railway for the general advantage of Canada?

Sir WILFRID LAURIER. All the railways which we have aided up to the present time, and the very railways which we have subsidized this day and yesterday and for which my hon. friend (Mr. Aikins) gave his vote, are amenable to the juris-diction of this Dominion and under the centrol of the Railway Commission. That is the position which I take and that position is so strong that it is recognized by my hon. friend in this Bill. Though it the reason that my hon, friend in this Bill. Though it the reason that my hon, friend is asking this subsidy? He puts the reason upon this ground that, although the road is provincial in its character, yet it is national in its capacity. Let me look now at the preamble of this Bill:

Whereas the government of the province of Whereas the government of the province of Ontario has constructed a line of railway known as the Temiskaming and Northern Ontario railway, from North Bay on the Canadian Pacific railway, and at a junction with the Toronto line, so called, of the Grand Trunk railway to Cochrane on the Grand Trunk Pacific railway, and several branches thereof, and has them under operation; and whereas the line of railway from North Bay to Cochrana makes a through connection for to Cochrane makes a through connection for the Transcontinental railway with Toronto, and also with Montreal and Quebec, and being, as such, a work of national and not merely provincial utility.

The very basis upon which the subsidy is asked that this is a work of national utility.

If it is a work of national utility, then follow the legitimate consequence and make it a national road and for my part, I will have no objection. But, if though tleman say that a subsidy should not be it be a work of national utility, you continue to treat it as a provincial road, then, Sir, I say, the province of Ontario has no claim upon the bounty of this government. I come now to the question raised by the Minister of Railways as to how I voted when similar legislation was introduced in favour of the province of Quebec in 1884. Before I do so, let me cite the basis of the present legislation, which is to be found in an application of the government of the province of Ontario, represented by Mr. Matheson, the provincial treasurer, addressed to the Minister of Railways on the 14th of November, and which reads in part:

# Toronto, 14th November, 1911.

Sir,—The government of the province of Ontario would draw the attention of the Dominion government through you to their claim for a subsidy for the Temiskaming and Northern Ontario railway, and would submit the following facts:—

In 1884, by the Dominion Statutes, chapter 8 of 47 Victoria, the Dominion government granted to the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts, via the Intercolonial and Canadian Pacific railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, not exceeding in the whole \$954,000, and for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, not exceeding in the whole \$1,440,000.

In addition to this, they granted \$6,000 per mile to the Canadian Pacific to build a railway from St. Martin's Junction, near Montreal, to Quebec, not exceeding in the whole \$960,000.

The Canadian Pacific bought from the province of Quebec the line between Montreal and Quebec, and in consequence the Canadian Pacific line was not built. This Act was confirmed by chapter 5 of the Statutes of 57 and 58 Victoria (1894), and the money was paid over to the province of Quebec.

The government of Ontario further submits that the main line of the Temiskaming and Northern Ontario railway is built between North Bay, on the Canadian Pacific railway and at a junction with the Toronto line of the Grand Trunk, and Cochrane on the Grand Trunk Pacific railway, making a through connection for the Transcontinental railway for all time with Toronto, and also for several years with Montreal and Quebec, and therefore being a work of national, not merely provincial utility, they would ask for a subsidy for the main line of the road to an extent similar to that given to the province of Quebec at \$12,000 per mile.

We are told here that this application is based upon the policy which was adopted with regard to the province of Quebec in 1884. Let us see as to that. In 1884 resolutions were introduced into this House in these terms:

Sir WILFRID LAURIER.

That it is expedient to authorize the Governor in Council to grant the subsidies hereinafter mentioned, to and for the parties, railways and railway companies hereinafter mentioned, that is to say:

To the government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa forming a connecting- link between the Atlantic and the Pacific coasts and the Intercolonial and Canadian Pacific railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 for the portion between Quebeo and Montreal, 159 miles, not exceeding in the whole, \$954,000.

the whole, \$954,000. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, not exceeding in the whole, \$1,440,000.

The province of Quebec had built a railway from Quebec to Ottawa at great cost, and they had at that time, disposed of it to the Canadian Pacific railway com-The province of Quebec had not pany. received anything like the cost of the road to them, and the government of Canada undertook to recoup them to some extent not to the full, for the money which the province had expended. It is to be observed that when this policy was adopted, the railway had ceased to belong to the province of Quebec and had passed over to the Canadian Pacific railway, and consequently, had come under the control and jurisdiction of this parliament, and had become a national railroad. Not only become a national railroad. was this railway a road of national utility but it was to all intents and purposes, a work of national necessity, and it had come under our jurisdiction. That constitutes a very wide difference between its position and the position of the Temiskaming and Northern Ontario railway, which we are now subsidizing. But, notwithstanding all that, it appeared to me and to others that if a subsidy of this kind were given to the province of Que-bec at the time and nothing done for the other provinces, an injusfor the other provinces, an tice would be committed. I thought then, as I think now, that if the province of Quebec was to be treated in this way and given a subsidy in excess of the regular subsidy, that the other provinces should be put on a footing of equality. I will now tell the Minister of Railways how I voted. Mr. Blake on that occasion, moved upon concurrence in this resolution, the following:

But this House feels bound to express the opinion that Canada when (as proposed by the said resolution) recouping of the province for part of the past local expenditure on railways, should have regard to the past local expenditure in other provinces on railways, almost all of which have been declared to be for the general advantage of Canada; and this House regrets that the government, while proposing a measure of relief to one province, has not taken steps with a view to a fair and proportionate measure of relief, in respect of local expenditure, in the other provinces.

I voted for that resolution; that is how I voted. I feel that it is just as true in 1912 as it was in 1884, that if you are going to introduce the principle that any province should be given a greater advantage from the national treasury than is given to the other provinces, an injustice will be done to the other provinces of the Dominion. My hon, friend from Oxford (Mr. Sutherland) stated that this was a question of justice to Ontario. What justice is there for the province of Ontario in this subsidy? In what way has the province of Ontario a claim upon the treasury of the Dominion on that account? The province of Ontario went into the construction of this railway for its own advantage and its own purpose. It is stated in the resolution before the House that this road is of national utility, but if it is of national utility at present it is not because of anything that has been done by the province of Ontario. My hon. friend from Oxford (Mr. Sutherland) knows as well as I do that this road was started as a colonization road, and if it has become a work of national utility it is not because of anything that has been done by the province of Ontario but because there is a railway at the south of it and a railway built by Canada at the north of it, and as a connection between these two it may be said to have become a national railway. But Sir, I insist that this railway is either a provincial railway or a national railway, and if it is provincial it has no right at all to the bounty it is now asking from the Dominion, and if it is a national railway then it must be treated as such.

I understand that the argument has been advanced by the right hon. leader of the government that this railway should be treated as a company railway, as if it had been built by a company. Well and good. If it is to be treated as a company railway, then it must be treated as a comrany railway all through; it must not culy claim the advantages, but accept the obligations of a company railway. If it is to be treated as a company railway, then it must come under the jurisdiction of this parliament and under the jurisdiction of the Dominion Railway Commission, and I ask now, is it the intention of my hon. friend to put into this Bill a provision which will take this railway from the jurisdiction of the legislature of Ontario and put it under the jurisdiction of the parliament of Canada? Is it the intention of my hon. friend to put in this Bill a provision which will make this railway amenable to

the jurisdiction of the Dominion Railway Commission, so that any one along the line of that railway is not satisfied with the tolls or is not satisfied with the condition of the fences or the bridges or the culverts or anything of that kind, he may come before the commission and get re-dress? There is no intention of having any such provision in the Bill. Though my hon. friend says that this is a railway of national utility, he has no intention of following this argument to the last consequences and making the railway a national railway. It will be national so far as getting national money is concerned, but it will remain provincial so far as its ad-vantages are concerned. Therefore, the position of the government is altogether illogical, and we are opening the door to consequences which hon. gentlemen oppo-site fail to appreciate. If next year the province of Quebec, which is going to build a railway, should come here for a subsidy, what reason could be advanced why it should not be given? If any of the other provinces, which are not so wealthy, should embark in railway construction beyond what they can afford and land themselves into difficulties, what will prevent them coming to this parliament for relief? For these considerations, I submit that there is no possible justification for the legislation which is now proposed by the government, and which I am very much afraid will be passed by parliament.

Mr. NORTHRUP. Mr. Chairman, I venture to submit that there are only two possible views which can be taken of the subject now before the House, to wit, the subsidy to the Temiskaming and Northern Ontario railway. On the one hand, it might be viewed as a most desirable subject on which to excite enmity or jealousy between province and province, and I can guite understand that those who have no other or higher motive than to gain political advantage by exciting one province against another might take this view. Far be it from me to suggest that any member of this House has taken such a view. Then, if I am right, there is only one other view to be taken, that is, whether or not the proposed sub-sidy is a right and just one in view of all the facts before this House. If in the. opinion of this House it is not a right and just subsidy, I sincerely trust that the House will refuse to vote it. Speaking, not as a representative of Ontario, but as a representative of Canada who happens . to be sent here by a constituency in the province of Ontario, I have no hesitation in saying that the province of Ontario is not a poor province. It is a proud prov-ince. It has never come before this House

as a suppliant to ask for that which it does not deserve, and is not here to-night to ask it. If the province of Ontario is rightly entitled to this subsidy, we desire it. If it is not rightly entitled to it, no resident of the province, I am sure, desires that it should be granted.

But before we can decide whether or not we are really entitled to this subsidy, we have to consider what has been done with the money of the people of Canada in days gone by; and when I speak of the money of the people of Canada it must not be for-gotten that the province of Ontario has contributed a very large share of the moneys annually disbursed in this House under the name of moneys belonging to the people of Canada. The right hon. the leader of the opposition and some of his supporters who are at present apparently disposed to oppose this subsidy to the province of Ontario, have not been always so careful of the expenditure of money belonging to the people of Canada of which the people of Ontario had contributed so much. I have before me the 'Hansard' debates of the year 1901, when a large subsidy amounting to \$670,000 was given to the province of Nova Scotia, under a motion made by the right hon. gentleman who has just taken his seat. Now, the facts of that case are not on all fours with the case at present before the House. My right hon. friend would be in a better position if they were; because, whatever may be said against the present motion, a thousand times more might have been said and was said against the motion which he brought before this House in the year 1901. It seems that away back about the time of confederation the Dominion government had agreed to build a certain line of rail-way in the province of Nova Scotia, and the province of Nova Scotia, being very desirous of having an additional line built at the end of this road, agreed to give a subsidy of \$670,000 to the Great Eastern Company for that purpose, and the Do-minion government handed over its line to this company under an agreement pro-viding that if the company were unable to operate the road, then the whole road should become the property of the prov-ince of Nova Scotia. In the course of time the company found itself unable to oper-ate the road. Under the agreement the road was then to go to the province of Nova Scotia. It did not go to the province of Nova Scotia, however, and I do not think that Nova Scotia had any great reason to complain because I find that in 1901, the then Finance Minister, Mr. Fielding, who had been before that Premier of Nova Scotia, Mr. Longley, the Attorney General of Nova Scotia, and a distinguished mem-ber of the Nova Scotia bar, the hon. gentleman who now graces the seat of the county

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of Pictou, all pointed out that it was a lucky day for Nova Scotia when she did not get the road, but that the Dominion had operated it, because it had been operated at a loss, and that if Nova Scotia had got it, she would have been put to the expense of equipping it, and would have suffered an annual loss in operating it. Nova Scotia was given \$670,000 for a road which was built and operated at the expense of the people of Canada, the people of Ontario paying the lion's share, and when the present leader of the opposition was in power, he agreed to pay \$670,000 for this road; and this House passed a vote to hand over \$670,000 for it, although it had been better operated by far than any company would operate it, and with lower rates, yet the parliament of Canada had subsidized it for \$670,000. That was the attitude of the late government, and of the right hon. the leader of the opposition with regard to the public money in 1901. It was only a couple of years ago that I called attention to another case of the right hon. gentleman's handling of public money

handling of public money. Hon. gentlemen have spoken of the usage of governments in the past in giving federal money to local roads. The Dominion government in 1889, as I stated from my seat in this House a few years ago, gave a grant of \$21,000 for seven miles of road in my county. They gave it under fraud as I stated to the right hon. gentleman, who now leads the opposition, and his colleague the Minister of Railways. I show-ed them that the government of Canada had been deceived by the representations made by the Grand Trunk Railway Company, and gave a subsidy of \$21,000 in favour of the Belleville and North Hastings Railway, I showed them that that company had not been in existence for years, and although the Belleville and North and although the Belleville and North Hastings Railway Company had been swal-lowed up by the Grand Junction, although the Grand Junction had been swallowed up by the Midland, and although the Midland had been swallowed up by the Grand Trunk, this subsidy was granted to the Belleville and North Hastings and went to the credit of the Grand Trunk. Although at that time I appealed to the right hon. gentleman to do justice to the people of this country because the Grand Trunk had obtained this road and this subsidy in the way I have described the right hon. gentleman and his colleague sitting by his side never did a thing. I brought the mat-ter before this House again and again, and I appealed to the right hon. gentleman to see that the money paid as subsidy to a local road, and which had been obtained by fraud, should be paid back to the peo-ple of Canada, of whom the people of Ontario are the larger part and as some think have to contribute the largest share to the

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burdens of taxation; but I appealed in vain. So I think it comes with rather an ill grace from those gentlemen who have shown such utter contempt for the rights of the people to complain to-day because an Act of tardy justice is done in the granting of subsidies to the Temiskaming and Northern Ontario Railway. But, Sir, there is another ground on which I would be justified in supporting the passing of these subsidies. When I look over the debates of the year 1901 and find that a claim made by the province of New Bruns-wick against the Dominion government in connection with certain railway construction was settled and paid. That sum was paid as interest because the original sum had not been paid, although when paid years before it had been accepted in full of years before it had been accepted in full or all demands. Sir, when I recall such occurrences as this, I think I am justified in having my own doubts as to the since-rity of these gentlemen when they claim that the present subsidies should not be paid on the grounds they allege. The province of Ontario applied for this subsidy when they were beginning to build the road, and now that the majority of the members of this House believe that the claim is an honest one and should be be paid, then on the doctrine laid down by the leader of the opposition and his col-leagues in 1901, the province of Ontario should be paid interest on this subsidy of \$6,400 a mile. Now, Sir, a good deal has been said on this question of subsidies. It was suggested a short time ago that the natural and inevitable corollary from what has been said is that if a railway turns out to be a success we should sue and recover back the subsidies that have been paid. Does not this country give subsidies because it is felt to be right and desirable in the interest of the country that a road should be built through a certain part of the country, an enterprise that would not justify the ordinary capitalist in putting his money into, and because that road would not be built without that subsidy? Why should there be any difference in the case of a line such as this owned and operated by the province of Ontario? If in-stead of the province of Ontario building that road a dozen wealthy capitalists in the city of Toronto had applied for a char-ter and obtained it and then appealed to this House for a subsidy, could there be the slightest doubt in the world that they would have been granted a subsidy for the line through the very district that the On-tario and Temiskaming covers to-day? Why then should the province of Ontario, be-cause it happens to have been progressive and when it was unable to obtain aid from this House had the strength of mind and other lines which are transcontinental so the courage to go ahead and build a road that it is possible if it were under private for itself, why be deprived of that aid and ordinary management it might come 204

which should have been given to it years ago? Our great Intercolonial railway has not been a great financial success, but this Ontario railway, so we are told in this very debate has been a financial success. Perhaps it would not have been a bad idea if some of the members who are so unwilling to do justice to the Ontario road because it happens to have been a success, were to admit that if the same brains, the same integrity and the same industry had been applied to the Intercolonial railway many years ago, as have been applied to the Temiskaming and Northern Ontario railway, the same results would have fallen to the Intercolonial railway as have fallen to the Temiskaming and Northern Ontario. Certainly it is a most extraordinary doc-trine to lay down that because a road has been well managed, because it has been a success, because it has carried out all the hopes that have been built upon it, and has even exceeded the hopes of many of its most sanguine supporters—it is an extraordinary doctrine that for these reasons justice should not be done when Ontario asks for what everyone admits would have been given to individuals if they had been in the position the province of Ontario was in. Now as to serious arguments that have been advanced from the other side, if this road had been a failure, if it had been extravagantly and stupidly managed, then according to the arguments of hon. gentlemen opposite it would have been right to come here tonight, and ask for a subsidy or assistance, because the province had bungled what it attempted to do. But because the province of Ontario was enabled to successfully carry out its enterprise therefore it is to be punished by being deprived of its just rights. I will not occupy the time of the House much longer except to say that in my judgment the province must stand in the same position as a corporation with regard to the rights it would have in appealing to this Dominion. If a private corpor-ation had appealed for aid in the year when this road was first started, and had been refused a subsidy I venture to say this government to-day would do tardy justice by giving a subsidy to it, with interest. I would ask hon. gentlemen opposite who are inclined to oppose the subsidy to draw the distinction between a province owning a road, and individuals owning a road. That distinction would be merely on the ground of Dominion control. because whatever the rights were, as this road was originally constructed and intended to be, there would be no pretence of Dominion control. It is true to-day it does cross other lines which are transcontinental so

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under the rule of being under the control of this House. But that is apart altogether from the question of the subsidy which should have been given years ago when it was a purely provincial load. Happily it has turned out to be a national undertaking. I venture to say that hon. gentlemen opposite will hardly claim that they have advanced any serious ground for this House to refuse the aid which has been generously handed out to other provinces in the past.

Mr. MACDONALD. I would not have in-truded again in this debate had not my hon. friend from Hastings introduced into the discussion a statement in regard to a matter connected with the province of Nova Scotia as a sort of justification for the action of this government. The hon. gentleman's statement of the facts, and the position of affairs with respect to that transaction is so wholly beside what really occurred that I feel bound to correct him in the interest of that intelligence with which the committee should approach the consideration of this question. My hon. friend would lead the committee to believe that the late government, led by the right hon. leader of the opposition, had given the province of Nova Scotia, in 1901, a grant of money in connection with the railway that belonged to that government for which there was no justification. Let me recite briefly what the facts were in regard to the matter. The Dominion government and the province of Nova Scotia in 1878, by agreement joined together to assist in the construction of a line of railway from New Glasgow to the Straits of Canso, to be known as the Halifax, Cape Breton Coal and Railway Company. The terms of assist-ance of the federal government were these: They agreed to transfer to the company that was to construct this railway a line of railway from Stellarton to Truro.

The provincial government proposed, by way of subsidy, to assist in the construction of the railway. You thus have the two governments operating from the different standpoints—one in money, and that other by way of agreement to transfer this important line of railway to the company which went on to construct the road, and did complete that construction. Along about 1881 or 1882, the provincial government, having paid in the vicinity of \$670,-000 by way of subsidy to this company, proceeded, on account of the financial condition of the company, to take over that railway. The value of the road and the amount expended by the company was valued by a number of valuators appointed by the province and the company jointly, who reported it to be of the value of \$1,200,-000. The provincial government proceeded to pay this amount to the company and

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received title to the railway. They came to the Dominion government of that day and asked that government to carry out that bargain which they had made at the inception of the enterprise and transfer to the provincial government the line of rail-way from Stellarton to Truro. This the federal government of that day-a government of the friends of the hon. gentlemen opposite—practically refused to do, but ultimately agreed to it in this way: They said: We will transfer this Stellarton to Truro railway to you if you will agree that we shall have control over the rates; be-cause you are going to connect with the Intercolonial railway at Truro and our in-terests are liable to be affected. Unless you agree to our having full control over the rates upon the whole railway to be operated by you we will not give you the line of railway. The enterprise without this grant from the federal government was impossible to be operated by the provincial government. To that degree and in that sense they were compelled to accept the proposal then made by the federal govern-ment to take over from them the line of railway from Stellarton to Cape Breton for the amount of \$1,200,000 which had been paid to the company. It was a case of absolute duress as a matter of law and as a matter of fact. The provincial govern-ment, reluctantly and under a protest assented to this proposition, and the federal government became the proprietor of the railway from New Glasgow to the Strait of Canso. What followed? The provincial government began to protest to the federal parliament against the treatment accorded province and claimed that the federal government should pay the to them the amount of money they were out of pocket in the construction year after year, and the government in power down to 1896 would not even consider the matter. Mark the difference be-tween the treatment of the province of Nova Scotia at that time and the treatment accorded by the Prime Minister to the Ontario government to-day. There the government owned the line which had become part of the Intercolonial railway, and yet the federal government refused to pay for it. In this case, the federal government has no rights, no title, no interest, no control, but hands over millions of dollars to the government of Ontario without any return or consideration what-ever. Now, we come to the crux of the case. My hon. friend from Hastings (Mr. Northrup) would lead the House to believe that the federal government paid out this money of their own accord and without due compensation. What occurred was this: Reference was made to a tribunal presided over by no less a jurist than Sir

George Burton, who was Chief Justice of Ontario, and that gentleman went on record, in a finding which anybody can consult to-day, that the contract with the federal goverment and the provincial government was within the meaning of duress in law; and the provincial government having been so treated, adjudicated that the federal government should pay the province \$670,000, the amount they had paid by way of subsidy to secure the con-struction of the road. This was the position of the government in 1891 when they proposed the vote referred to which the hon. member for East Hastings, in the most far-fetched way I have ever seen him take in dealing with any question, would lead the committee to believe there was something which had occurred there which would prevent the leader of the opposition from dealing with this question in the way he proposes to-night. He indicated that the same thing had occurred also in regard to New Brunswick. The position in regard to New Brunswick is that a similar tribunal presided over by jurists perfectly competent to determine these questions made a finding which was binding upon both governments The federal government acted in both these cases of judicial determination, and not as the result of voluntary action on their part. In both cases they were dealing with payments made for property which became the property of the Dominion of Canada. In neither case could reason be found for the position which the hon. member for East Hastings wanted to take in regard to the matter.

Now, let me say in conclusion that the suggestion of the hon. member for East Hastings as to the success or non-success of the Intercolonial railway and a comparison with the position of the Temiskaming and Northern Ontario was hardly fair. His friends were loud in denunciation of the Liberal party then in control of Ontario affairs who decided to construct that railway to the north. Why, I myself can remember speeches of the present Premier of Ontario in which he ridiculed the proposition to build a railway into the 'land of the stunted poplar.'

Mr. COCHRANE. That is not true.

Mr. MACDONALD. That is a matter of history which cannot be questioned—

Mr. COCHRANE. It is not true.

Mr. MACDONALD. My hon. friend (Mr. Cochrane) was not in political life at that time. He is speaking from no greater knowledge than I have, but I know that it was a matter of public discussion. And there are gentlemen on this side who were in provincial politics at that time—

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Mr. COCHRANE. Sir James Whitney has denied it on several occasions, declaring it to be untrue.

Mr. MACDONALD. But the hon. gentleman will probably find that gentlemen who were in the legislature at that time and who probably know more about it—

Mr. GRAHAM. We got nothing but the cold shoulder from the opposition from the start-

Some hon. MEMBERS. Oh, oh.

Mr. GRAHAM. I was there; I know.

Mr. MACDONALD. Perhaps the ex-Minister of Railways (Mr. Graham) who was in the provincial parliament at that time and responsible to some degree for the operation of this enterprise, knows more about it than my hon. friend (Mr. Cochrane) who was not in politics at all.

Mr. COCHRANE. I was in politics when that road was started.

Mr. MACDONALD. The hon. gentleman was not in the legislature when this project was originated and first discussed. And it was very amusing to me to-day to notice how hon. gentlemen opposite seeking to lay the flattering unction to their souls that they are the people to be credited with the fact that gold and silver were found in the Cobalt district and that a tremendous influx of people has taken place into that part of the country, so that a railway that could not otherwise be run at a profit has more than paid its expenses—that they were the people entitled to the credit in connection with all this. I am sorry the hon. member for East Hastings was so ungenerous as to compare the situation there with that on the Intercolonial railway. Under the management of my hon, friend from South Renfrew (Mr. Graham) the Intercolonial railway has earned a surplus; and no man in this House can point to his administration with blame, nor can there be anything but credit in the administration of that railway under the hon. gentleman.

Now why should it be necessary to go into a discussion of this kind? Simply because the hon. member for Hastings led the way. In order to justify the grant to a provincial government for an undertaking which they say is a national one, and yet which they decline to treat as a national one in the enacting clauses of the Bill, my hon. friend resuscitated a case in regard to a claim for Nova Scotia, which does not justify him in the slightest degree. Even the Prime Minister will be unable to find anything in this case from Nova Scotia to justify his position. It seems to me that this committee, realizing that we are making a precedent here, that for the first time in the history of Canada we are making a direct grant to a province on account of a railway which hereafter we cannot have the slightest control over, should conclude that before this grant is made there should be incorporated in this Bill such terms as will give the federal parliament control over the rates of that railway.

Mr. GRAHAM. Lest some hon. gentleman might say that I would not express an opinion on this matter, I wish to make a few observations. In the first place, I concur in the statement of the Minister of Railways as to this being a good piece of property, and no hon. gentleman need be afraid that the railway is not fully up to the standard of a railway to be subsidized. The Minister of Railways called it a colonization road in its inception. That is true. Now I want to make a little complaint against my hon. friend, and I think the Prime Minister will agree with me, that he hardly treated us fairly when he declined to give us the information concerning the financial standing of this road.

Mr. COCHRANE. I havn't got it.

Mr. GRAHAM. That information is in existence. The Ontario government, of which my hon. friend was a member until a few months ago, publishes an annual report and all that is in the report. I think he hasn't treated the committee fairly when I asked for that information two or three days ago, and he has not given it to us.

Mr. COCHRANE. Did the hon. gentleman give a statement of the finances of the Canadian Northern railway when he guaranteed its bonds from Port Arthur to Montreal?

Mr. GRAHAM. This is altogether a different thing. I laid on the table of the House a few weeks before, all the information concerning the Canadian Northern railway, its receipts, and all of that kind of thing demanded by the Dominion government, and every member in this House had in his possession all the information I had, or could get, as to their standing. My hon. friend, I think, has the information in his department, or could get it.

Mr. COCHRANE. Some of the information was taken out of the department.

Mr. GRAHAM. My hon. friend has that information, and if he has not, he ought to get it, as a minister of the Crown. However, the reason I was anxious to get the information is this: The other evening when some hon. member asked if the road paid, the Minister of Railways shook his head, intimating that it did not pay. Other hon. gentlemen have said that it does pay. My own opinion is that it does not pay all the interest on the bonds. Although the treasurer of the province of Ontario shows

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so much income from the road each year, I do not think it pays all the interest on the bonds. Now, I have to take the same stand, although this is in the province of Ontario, that I took this afternoon in regard to the road in the province of British Columbia. I have asked myself this question: If this were my own money, would I, as a business man, give this money to the Ontario government at the present time, under all the conditions? I do not think I would. I ask every hon. member in this House, as a business man, if he was managing his own money or as a trustee for others would he do it?

Mr. LANCASTER. If they owe the money why should not they pay it?

Mr. GRAHAM. There is no claim that we owe the money at all, not a cent. Now when the road was first proposed it was proposed by the Hon. Geo. W. Ross, and a Bill was introduced by the Hon. Mr. Latchford. As his deskmate I know something of the conditions. I may say to the hon. member for South Oxford (Mr. Sutherland) that I was there, and I know this proposition was received most coolly by the opposition. One of the leading front benchers of the then opposition moved a resolution to postpone the construction of this line for some time for further surveys, and I think every member of the opposition voted for that. Another gentleman on the opposition side raised the question that it would be better to give this line to a company for construction.

Mr. SUTHERLAND. Is it not a fact that during the last two years a re-survey has been made, and that a great deal of that road had to be reconstructed? Just bearing out the objection that was taken to building the road.

Mr. GRAHAM. As a matter of fact, it was not for lack of surveys, it was a question between the member for Ottawa wanting the road to come nearer to Ottawa and start from Mattawa instead of North Bay, and the Toronto members who were strongly for North Bay. That road, as every other road that is not built to the highest standard, had to be rebuilt in a few years to bring it up to modern construction in the matter of grades. I do not agree with my right hon. friend the leader of the opposition altogether, because I was in favour of asking assistance from the Dominion government at that time. Why? Because it was largely an experiment, it was undertaken in a new country, it was entirely a colonization road.

Mr. COCHRANE. It was well known then that the land up there was the best in the country. The Ontario government's own surveyors had made reports when they subdivided the townships. 6445

Mr. GRAHAM. My hon, friend knows that I know about the 16,000,000 acres of clay belt as well as he does. What I am referring to was a colonization road to open up that country, there was no idea of the mineral wealth that has since turned out to be there, or a very vague idea. I said that as the province was taking the risk of opening up this country, it would be fair for the Dominion to share that risk. At the present time I would not say that this government ought not possibly to give some aid to the Ontario government, under the circumstances. But what I do say is that the conditions have changed material-ly since that time. If I were in the Onta-rio government I would not ask for these millions from the Dominion treasury. I am stating sincerely as a business man, and as a representative of Ontario, that I would not do it, and I say that honestly. This road has proved a great success, it is a valuable property, worth as much money as the Ontario government has spent in it, I presume, and more, because it would cost from twenty to forty per cent more to construct it now than it did at that time. It is a great asset for the province, and has passed beyond the realm of experiment.

The giving of this subsidy does not open up one acre of land or give transportation facilities to one single individual. In the province of Ontario, just to keep it to that one province alone, there are thousands of people without any railway communi-cation and millions of acres of land that must be cultivated if they had better rail-way communication, and this \$2,000,000 might be better spent by the government of Canada in giving facilities to those who do not now possess them than in the pay-ment of a subsidy to a road which has been constructed for years and is a great invest-When the Grand Trunk Pacific is ment. completed this road will form a connecting link in a through line. I understand that the Grand Trunk Pacific has a bill now before the House confirming an agreement made with the Ontario government for running rights. I admit at once that, this being a provincially owned road, it is in a different position from a company-owned road in its domestic arrangements. I would he state to go the length of saying to this parliament that, even if it does give a subsidy, it ought to insist that the entire control of rates should be handed over by the province. That is a delicate matter as between the province and the Dominion. There is a difference between the two. But does not the Prime Minister think that in giving this grant to the province of Ontario we ought to make it a part of the grant that they would allow the Board of Railway Commissioners to control through traffic, this being a portion of a through line, not interfering with their domestic arrangements at all? If a man

ships a carload of grain from Winnipeg, or if another man ships a car load of goods from Toronto to Winnipeg, here is a Link in the chain over which the Board of Railway Commissioners has no control. I believe the Ontario government would not hesitate to agree to a suggestion that through rates over that line should be controlled by the Railway Commission. I think that perhaps as a half-way compromise that would be fair to the business interests and at the same time it would not interfere in any way with their domes-tic arrangements. I have to admit that there are certain conditions concerning a provincially owned road that do not con-cern a company owned road. There is a certain pride in the province owning the rcad and I would not go the length personally of interfering with these domestic ar-rangements. If we do pass this subsidy, as I suppose we will, I think we ought to at least have some arrangement by which through rates over this portion of the through route should come under the control of the railway commissioners.

Mr. BORDEN. I am very glad indeed that my hon. friend from South Renfrew (Mr. Graham) has dissipated some of the objections which have been raised by hon. gentlemen on the other side of the House. In the first place, he has assured us that, in so far as the character of the construction of the road is concerned, there is nothing to be apprehended; the road is thoroughly well constructed and up to the standard of the roads which are subsidized every day by this parliament. In the second place, he has also removed the objection that this road pays an enormous return to Ontario.

Mr. GRAHAM. I would like to get the figures but I cannot.

Mr. BORDEN. My hon. friend is pretty familiar, I think, with the figures, and I am perfectly willing to accept his statement in that regard. There are one or two observations which could very well be made in that connection. This road was, in the first instance, as my hon. friend peinted out, a colonization road and no one can doubt that, if it had not been for the fact of the great discoveries in Cobalt and the large traffic which arose on that account, the province of Ontario would have been obliged to pay a very considerable deficit on this road for a great many years. But it is not a completed road, as I understand. The province of Ontario proposes to continue this road farther north and to develop the country north of the Transcontinental railway. It may even extend the road to Hudson bay. We already have a proposal before parliament and have had an announcement made to parliament during the present session looking to the consumma-

tion of that project, by the province of Ontario. Undoubtedly, that road continu-ed to the north, could not be expected to pay in the earlier years of its operation at least, and I ask whether or not it is a just thing that this subsidy should be with-held since this road is not completed and since its further construction and completion will involve a very considerable liability upon the province. I agree also with what was suggested by my hon. friend from South Renfrew that this road, as it exists in Ontario to-day, is an important part of the great railway system of Canada considered as a whole. There can be no doubt about that. However, I have gone over these matters somewhat in detail before, and I will not repeat what I have said.

Now, my right hon. friend the leader of the opposition, seems to regard this proposal as a great departure from constitutional principles. I can only say that my right hon. friend, who, I regret, is not in the Chamber at the present moment, has discovered, in at least three or four cases during the present session-

Mr. GRAHAM. He is not feeling very well.

Mr. BORDEN. I beg pardon for any reference; I did not know that. I was about to observe that he has discovered the most shocking departure from constitutional principles on a great many occasions during this session. I do not think that on any occasion when he made an argument of that character in this parliament, nor on the present occasion, has there been any serious departure, or any departure at all from any constitutional principle. I repeat what I laid down in the first instance, that I see no difference between the case where a province au-thorizes a corporation to build a road and the case where the province builds the road itself. What possible distinction in principle can there be? Suppose the province of British Columbia had seen fit to build the line from the eastern boundary of that province to the Pacific coast, would that have been any reason for this parliament to withhold the aid which we granted only yesterday or this afternoon? Suppose the province of Nova Scotia had built the Halifax and South Western railway, instead of incorporating a company for that purpose, would that have been any justification to this parliament for withholding the aid which was granted to that road? Suppose that the province of New Brunswick had seen fit to build the St. John Valley railway instead of creating a corporation to build it, would that have been any justification to this parliament for withholding the aid which has been it would not render this road subject to M. BORDEN.

granted for the construction of that road? I do not see it in that light. Therefore, I say that my right hon. friend has made but one argument, and that argument is this: He declares that no railway has ever been aided by the parliament of Canada, if incorporated by a province, unless it was brought within the jurisdic-tion of the Railway Commission. I take issue with my hon. friend in that regard. I say that \$1,250,000 was voted by this parliament and paid to the Halifax and South Western railway company in Nova Scotia, and I speak from information which comes to me from my hon. Minister of Railways the friend and Canals, who has examined the matter when I say that at the present time the Halifax and South Western railway company, which received that aid of \$1,250,000 from this parliament, is not subject to the authority or jurisdiction of the Board of Railway Commissioners for Canada. That is the sole point that the right hon.

gentleman (Sir Wilfrid Laurier) had to make in that connection. I may say to my hon. friend from Renfrew (Mr. Graham) that the ideas he expressed in the concluding portion of his speech are very much the ideas which I myself entertain, and which are also entertained by the Minister of Railways, and consequently, we have con-cluded that it is desirable to amend this Bill, as I shall later indicate. The hon. member (Mr. Graham) will remember that by section 8 of the Railway Act it is provided that every railway which connects with or crosses, or may hereafter connect with or cross, any railway within the legislative authority of the parliament of Canada, shall, although not declared by par-liament to be a work for the general ad-vantage of Canada, be subject to the provisions of the Railway Act relating to the through traffic upon that railway. But there is a provision at the end of that clause, to this effect:

Provided, that in the case of railways owned by any provincial government, the provisions of this Act with respect to through traffic shall not apply without the consent of such government.

In view of the recent decision of the judicial committee of the Privy Council, the question has been raised this afternoon as to whether or not that enactment is within the power of this parliament, and that furnishes good reason for consideration as to the method by which the result suggested by my hon. friend (Mr. Graham) could be brought about. But, even if it were assumed that section 8 of the Rail-way Act is within the legislative power of this parliament, it is to be observed that the Railway Act of Canada, except with the consent of the government of the province of Ontario. We think therefore that it is a proper matter to take up with the government of the province of Ontario, and we propose to take it up with that government. I have no doubt they will entertain reasonable views on the matter. We shall, therefore, for the purposes of that negotiation, move to amend the Bill, by adding section 4 to the following effect:

4. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in the 'Canada Gazette.'

It was our intention to have made that section a little more elaborate, and to have set forth in it exactly the result which we hope to attain by negotiations with the government of Ontario, but in view of the uncertainty as to the legal validity of section 8 of the Railway Act, we have thought it better to put it in the general form I have suggested. It would not be worth while to say that section 8 should apply if there is any doubt as to the constitutional validity of that section, and, therefore, leaving it in the general form I have just now indicated will, I hope, bring about the result which the hon. member (Mr. Graham), has suggested. I trust that the course we propose taking in this matter will commend itself to his judgment.

Mr. BUREAU. Will there be a subsidy contract between the government of Ontario and the Government of Canada in like form as when subsidies are given to a private railway corporation?

Mr. COCHRANE. While it is not necessary, still I will send an engineer to inspect the road before the subsidy is granted, so that he may make a report which will be placed on file in the department.

Mr. GRAHAM. And if an agreement is come to, that agreement will form part of the contract?

Mr. COCHRANE. Certainly.

Mr. BUREAU. That is what I wanted to suggest.

Mr. COCHRANE. I beg to move that the following be added to the Bill as clause 4:

4. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in the 'Canada Gazette.'

Motion agreed to.

Bill reported, read a third time, and passed.

### VOLUNTEER BOUNTY ACT 1908-AMENDMENT.

House again in committee on Bill (No. 137) to amend the Volunteer Bounty Act 1908-Mr. Rogers.

Mr. CARVELL. I wish to call the at-tention of the hon. minister to an amendment that was proposed to this Bill when it was last before the committee. My understanding of the Bill, as it was introduced, was that for one year or at any time prior to the 31st of December, 1912, the volunteer himself would have the right to go on the land and make his entry and obtain his 320 acres, but the substitute or the man who held the certificate, other than the volunteer himself, could not make the entry, but could get \$500. I am told that since this Bill was introduced some weeks ago many of these certificates have been sold by the holders of them for \$500, because they realized that they could not do anything better than that. The result is that if the amendment that the hon. min-ister proposed becomes law these men will have a very big rake-off. It will give the speculator an opportunity to make money without the volunteer doing what the country intended should be done, that is, reward the volunteer for the sacrifices he made in going out to fight the battles of the empire. I would ask the hon. minister whether he cannot even at this late hour see his way to withdraw the amendment?

Mr. ROGERS. I think my hon. friend is in error in the construction he places on the effect of the amendment, especially in regard to trafficking in the certificates since the 1st of January, 1912; for, as far as my information from the department goes, there has not been a single transfer since that date. When a volunteer sells his claim, I understand that he must register his transfer in the department, and no such registration has taken place since the 1st of January.

Mr. CARVELL. Thousands of these documents are transferred without any registration. In the original Bill there is a form of assignment, and if every assignment were carried out according to law there could only be one, and that would have to be registered in the department. As a matter of fact, the documents change hands like a bank note, being left in blank, and when any one who has a certificate wishes to locate, he takes the certificate to the department and has it entered. Thousands of certificates have been handled in that way.

Mr. ROGERS. My hon. friend talks about thousands, but there are only 188 altogether. Mr. MACDONALD. How many people still have claims under this Act?

Mr. ROGERS. There are 62 that have not been transferred, and 188 that still stand in the original state-250 all told.

Mr. MACDONALD. Can the Minister of Militia tell us how many people have got scrip or how many have applied for it?

Mr. HUGHES (Victoria). All have been issued that we have any record of. As soon as a certificate is presented to the Militia Department it is passed upon. Since my advent to office I have had only two applications from men who were in South Africa.

Mr. SHARPE (North Ontario). I would like to ask the minister if the claims of certain medical officers and others who participated in the South African war and were subject to all the dangers and liabilities of the campaign, are going to be recognized. I think they have a very strong claim to the generosity of the department. I think there were eight or nine medical officers altogether.

Mr. ROGERS. I may say that 7,020 certificates have already been issued, and 250 are yet to be issued. In respect to the suggestion made by my hon. friend on behalf of the medical men and others, I may say that there is no provision in the Bill for any such certificate, and I do not think I could recommend the same.

Mr. HUGHES (Victoria). I would be much pleased if the minister could see his way clear to make the amendment proposed by the hon. member for North Ontario.

I might say that there are a number of medical officers who went out as civil surgeons. These men were not sworn in, but in more than ten or fifteen cases they went to the front, were put in the firing line, and did their duty. Nevertheless, not one of these men can take the oath that he was regularly enrolled. Although these surgeons wore the uniform, were on the pay list and fought all through the war, yet by some mischance they were not enrolled. I have in mind in particular the case of one young fellow who went out from Winnipeg.

Mr. COCHRANE. The claims of the nurses have been met.

Mr. HUGHES (Victoria). The claims of the nurses have been met and very properly so; they were looked after at the time. Had there been any widows serving at the front they would have received the same recognition. The young man to whom I refer was very keen to go to the front, and so attached himself to a squad-

Mr. ROGERS.

ron. The soldiers smuggled him out-we all know how these things are done, and by the time he got to South Africa he was just as useful a man as any of them. He went straight through the South African campaign, and yet that young fellow to-day cannot get his scrip. There are two or three other cases, and I really think that for the sake of adding a few lines to his Bill the Minister of the Interior might open his heart and allow these men to take advantage of the provisions of the Bill. It is only fair to these men, it is only doing justice to them. As far as I am concerned, the principle of according justice to every man is one of the things I cherish the most. I would be very much pleased if the minister could see his way clear to draft an amendment that would meet this class of cases.

Mr. CARVELL. I am sure the Minister of the Interior will not be able to withstand the pathetic appeal of his colleague, and as he is going to open the door I have a class of cases that I also want to call to his attention. There are three or four instances, I have not got the exact number, of men who enlisted and who were enrolled and sworn in and started for South Africa. They reached Halifax, but on account of severe illness entered the hospital and remained there and were not able to go to the front.

Mr. HUGHES (Victoria). Did they go to South Africa?

Mr. CARVELL. No.

Mr. HUGHES (Victoria). Then they have no right to come under this Bill.

Mr. CARVELL. These men are as much entitled to consideration as the civil surgeons that have been referred to by the Minister of Militia.

Mr. HUGHES (Victoria). The men to whom I referred went straight through the war. I think that if there was only one man in Canada whose case demanded consideration that man should be given justice. Great Britain spent millions of dollars in doing justice to one man who was imprisoned in Abyssinia. She sent her army to that country, and thousands of men travelled hundreds of miles and fought through an arduous campaign in order to release one man from prison. I maintain that it is the duty of every officer in charge of a department of Canada, wherever a case of injustice has been brought to his notice to remedy that injustice. I am sorry that I did not bring this matter to the attention of the Min-ister of the Interior at an earlier date, but an amendment and thus do justice to these boys all over the country.

Mr. McKENZIE. The Minister of Militia having been in South Africa himself will no doubt recollect that in various districts of that country, trains were taken charge of by the government and made subject to military orders. Volunteers were called for to run these trains and a young man named McLean, from the county of Vic-toria, which I have the honour to represent, was one of those who responded. He volunteered to remain on his engine, in doing which he took his life in his hands, because these trains ran into the interior of the country, close to the camps of the enemy, and were often fired upon by the Boers with disastrous results. However, Mr. McLean went through the war from start to finish and rendered excellent service as an engineer in running a train. It so happens that although he served his country so bravely and faithfully and although he received a medal for his services, he never received the reward that was granted to others who served in that war; I hope, therefore, that when the Minister of the Interior prepares the amendment that has been urged upon him by the Minister of Militia he will pro-vide that Mr. McLean shall receive the recognition which he so well deserves.

Mr. MARTIN (Regina). I notice that section 6 of the Act provides that a number of scrip certificates contained in schedule A of the Act are declared null and void. I would like to know the reason for that.

Mr. ROGERS. That is by reason of the fact that those certificates were lost and duplicates were issued in their place. That took place about a year ago, and we are making provision now, in case any one of them turns up again, that it will be of no value.

Mr. SHARPE (North Ontario). The case of the civil surgeons which has been referred to is deserving of the sympathy and support of the House. There are only about eight or nine of them in the whole Dominion. The men spoken of by the member for Carleton, N.B. (Mr. Carvell) do not form a parallel case at all, because they were not in South Africa and, therefore, not exposed to any danger at all. On the other hand the civil surgeons actually went to South Africa, served during the whole war and were often in the firing lines attending to the wounded. I have a young man in my constituency named Dr. Blanchard, who was in the firing line in several engagements and rendered very great service in this way. Yet these men, although so highly deserving of recognition, have been omitted

from the statute. These eight or nine cases are deserving.

An hon. MEMBER. Were they enrolled?

Mr. SHARPE (North Ontario). They were not technically enrolled or sworn in. But they actually served as civil surgeons in connection with the regiments to which they were attached. The Minister of Militia will explain it better than I can. If there is a case deserving of the sympathy and support of the House in connection with the South African war, I think it is the case of these civil surgeons. I have drafted an amendment which I would move:

That the following be added as section 9 of the Bill:

9. Notwithstanding anything to the contrary contained in the Volunieer Bounty Act of 1890, any one who, being domiciled in Canada, actually served in the South African war although not actually sworn in or properly enrolled shall receive the certificate of the usual land grant under the Act.

Mr. LANCASTER. I entirely sympathize with the object of the amendment. But we must not waste time. It is impossible under the rules to make an amendment of this kind in the Bill. It proposes to give away that much more of the public domain, and such a proposal must be authorized by resolution to which the consent of the Governor General has been obtained. I raise that point of order.

Mr. DEPUTY SPEAKER. The amendment is not in order.

Bill, as amended, reported and read the third time and passed.

#### FENIAN RAID VETERANS.

House went again into committee on Bill (No. 190) to authorize a bounty to volunteers who served the Crown during the Fenian Raids.

On section 1:

Mr. HUGHES (Victoria). This matter was pretty well threshed out at the earlier stages of the measure. There was a misunderstanding in connection with the new resolution, but I understand that has been cleared up.

Mr. LEMIEUX. Can the hon. gentleman give me an answer to the question put me by one of my electors—

Mr. HUGHES (Victoria). If I had the facts before me I could give hon. gentleman a definite answer. He seems to have served in the month of May when the Fenians crossed the border.

Mr. LEMIEUX. He was enrolled at the Militia School in Quebec and called upon to serve.

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HUGHES (Victoria). Send in Mr. the claim, and we will settle it in five minutes.

Mr. OLIVER. I had not the privilege of being here when the Bill was under dis-cussion before. I would ask the Minister of Militia if he has considered the question of granting scrip or some other consideration to the Mounted Police who served in the rebellion of 1885? There has always been a discrimination against the Mounted Police who served in the rebellion Police who served in the rebellion. Scrip was granted to the volunteers who served in the rebellion, both from eastern and western Canada, but the Mounted Police, who served absolutely along side the volunteers received no recognition. The government of the day gave them no recog-nition, nor did the late government. I am not here to dictate what this government should do, but if the government thinks that the claims of the veterans of the Fenian Raids of 1866 and 1870 should be recognized, I think they certainly cannot ignore the claims of the Mounted Police who served in the rebellion of 1885. I do not wish to urge the granting of these old claims; I certainly would be very far from urging the recognition of the claims of the Fenian Raid veterans. But if the government sees fit to bring forward a policy of recognition of these claims, I would cer-tainly urge that the Mounted Police who served in 1885 be recognized also.

Mr. HUGHES (Victoria). The Mounted Police are not under the control of the Militia Department. But I would point out, as I did the other day, that the reason why the Mounted Police were not recognized was that they were treated the same as the members of the permanent corps. The active militia men were recognized, but I have always felt it a hardship that the permanent corps men and the Mounted Police who did the work and bore the brunt of the fighting were not recog-nized. Nor were they in 1870. To-day this is a matter not for the Militia Department; I have nothing to say about it.

Mr. OLIVER I should think that the recognition of the claims of the members of the permanent force who served in the rebellion would certainly come under the Militia Department.

Mr. HUGHES (Victoria). Yes, but we are dealing here only with the Fenian Raid.

Mr. OLIVER. This is a transaction of the government, and not of the Militia De-partment alone. But it would be natural and proper for the Minitser of Militia to bring forward the claims of these veterans, I think the government will be in a some-what difficult position that is, they will was on account of the report of General

Mr. LEMIEUX.

find it difficult to explain why they have granted that recognition to the Fenian Raid veterans and not to the Mounted Police.

Mr. HUGHES (Victoria). When the ex-Minister of the Interior (Mr. Oliver) was opposite, he and I used to sympathize with each other in this fight. But when the late government got into power I was deprived of his assistance. I am glad he is with me again. Personally, I should be strongly inclined to his views.

Mr. BRADBURY. Does this measure provided for the veterans of the Wolseley expedition of 1870?

Mr. HUGHES (Victoria). These men were given 160 acres at that time.

Mr. BRODER. We do not always realize perhaps just what the country owes to these people. It is indebted to them for the services rendered, because the prompt action of the Canadian volunteers in 1866 and 1870, no doubt hindered what might have been a very serious invasion of this country.

Pending all that, if you turn up the records you will find that while the American government, under the Washington treaty, for reasons which were perhaps known to many, were not called upon to pay anything because the damages were consequent upon a proposed raid, of course if that principle had been established, England would have been obliged to pay a very large amount of money because of the Alabama claims. But to settle the former, as no doubt some hon. gentlemen will remember, the English government guaranteed one million pounds for building the Intercolonial as a consideration to this country for waiving their claims in reference to the Fenian raids against the American people. So the country has benefited because of that consideration. I think that leaving aside the mere fact of the claims of these people individually, we certainly ought to recognize their services. I for one think that the widows of those men who are still remaining with us should have some consideration, and I think public opinion in this country will be strongly if favour of it.

Mr. MARTIN (Regina). I take no objection to the payment of \$100 each to the Fenian Raid veterans. If I have any criticism to offer, it is that \$100 is little enough to vote the men who so manfully defended the country in 1866. I wish however to corroborate the statement made by the hon. member from Edmonton (Mr. Öliver) in urging the claims of the Northwest Mounted Police who served in the rebellion in 1885. I understand that the reason they were not included in the original volunteer grant 6457

Middleton. What that report was, I do not know; I wish merely to say that if the Northwest Mounted Police were not recognized at that time I believe they should be recognized at the present time. The question of recognizing the services of those old veterans having now been re-opened, no better time is likely to occur than the present to recognize the services of the Northwest Mounted Police. I understand there are only 70 or 80 of them altogether. Some of them are still in the police force, inadequately paid, and some of them are outside the force. It would not cost the country much to reimburse these men, and make them some recognition for their services. The Minister of Militia says he is in favour of it; I do not know who in the government can be opposing. If the Min-ister of Militia is in favour of it, I do not think the Minister of Interior will oppose a grant to the Northwest Mounted Police. I do not see what reason can be advanced against making some recognition of the services of those members of the Northwest Mounted Police who served in 1885.

Mr. BICKERDIKE. I took no exception whatever to this grant of \$100 each to the Fenian Raid boys, but I want to say that it seems to me a very small amount for the government of Canada, with \$40,000,000 of a surplus, to give to men who went to the front to repel the Fenian invasion.

An hon. MEMBER. It is more than you were willing to give them last year.

Mr. BICKERDIKE. On the contrary I asked that they be granted land last year. It is a very small piece of business for the government of Canada, with so large a surplus. to give \$100 apiece to men who stood up for their country at that time. I was in hopes that when the present Minister of Militia came into power he, at least, would give them a grant of land. I think they were entitled to it, as well as the South African men were. I suppose it is too late to raise objection now, but I repeat that it is not at all in keeping with the dignity of this country to pay those men only \$100 a piece.

Mr. McKENZIE. I would ask the minister if there is any clear definition of what is meant by a volunteer? I think that when the men were called out and went into camp, and were prepared to go to the front, they should be regarded as volunteers. Any man who went into camp to drill by reason of that raid, and was prepared for active service, should be called a volunteer. Having turned out and gone into camp, even though it was not necessary for them to go to the front, still I think they are entitled to recognition.

Mr. OLIVER. I have received a communication from Winnipeg which I desire to bring to the attention of the House: not because it bears immediately upon the Bill, although it does in the estimation of the people who have sent the telegram. As soon as the question of dealing with these old claims is raised, at once there comes a cloud of demands, and this telegram is one of many which I presume will be made upon the government as a consequence of opening this Fenian Raid question. There has been a claim put forward during a number of years past on behalf of people who call themselves old settlers of Manitoba. The facts are that in the settlement made, I think in 1871 or 1874. when scrip was granted to the half-breeds of Manitoba, scrip was also granted to the old settlers, that is to say, settlers who were not of Indian or half-breed blood, but who had settled in Manitoba prior to 1835. The white settlers who came into Manitoba and the western country after 1835, and until the cession of the country to Canada in 1870, have been demanding some recognition, and desire to be put in the same class as the settlers who came in before 1835. They presented their claims to the late government, and were informed that there was no further consideration to be given to claims of that character. The idea conveyed was that with the South African grant ended all similar transactions on the part of this government, and on that ground the claims put forward by these old settlers were turned down. Now that the Fenian Raid veterans' claims have been taken up by the government, forthwith the old settlers come forward with a demand for a recognition of their claims, and they apply to me as I have already had the honour of putting before the House the claims of the Mounted Police. The telegram which I have received is signed by the secretary of the Western Pioneers Association, and asks that during the consideration of this Bill their claims be presented to the House and the government.

Mr. SHARPE (North Ontario). I would like to ask the hon. gentleman if, during his term of office as Minister of the Interior, he had any request made to him by the Mounted Police for recognition?

Mr. OLIVER. I could not say whether there were any claims made formally or not, but, of course, there were many occasions when claims were informally made.

Mr. SHARPE (North Ontario). Did you have any request for the recognition of these old settler's claims? Mr. OLIVER. Yes, I have already said that the old settlers' presented their claims to the government.

Mr. SHARPE (North Ontario). How did you deal with them?

Mr. OLIVER. I have just said to the House that we replied to them that it was not the policy of the government to consider any further claims after the South African claims had been dealt with. We declined to open the question on the ground that we were not going to open any question of that character. But now when the Fenian Raid claims are opened, these people come forward and say that if the Fenian Raid claims are being opened, 'we want our claims considered.'

Mr. MORPHY. Mr. Speaker, I desire to say just one or two words. I represent a riding where we have a good many vet-erans of '66-'70 and in deference to their wishes, more than anything else, I shall say what I have to say. The question of the size of the grant, as referred to by the hon. member for Montreal St. Lawrence (Mr. Bickerdike) appeals to me. 1 do not think the country is doing what it should. The grant, in my opinion, should be extended to the widows of the veterans who died on behalf of their country. I cannot conceive it possible that there should be any parsimony in a matter of this kind. For forty-five years, a grant has been denied. Talk about a tardy justice, this is a case where it shows most During all that time the people openly. of Canada have saved in the death of most of these men, the grant that they would have got if living to-day, and having saved that, surely it would be up to the government of this country to go the full limit and pay to those who live, the share they save from those who died. I would go further. I submit that the Bill is inadequate inasmuch as it does not provide for the children of the veteran where the widow has died. It seems to me that the country, not because of its buoyant finances, but because it is a sacred and moral duty, if it is doing anything at all, ought to rise to some reasonable height. I know the difficulties in the way of the government. They were all pointed out in a speech delivered by the hon. member for North Grey (Mr. Middlebro) on the 18th of July, 1911, reported in 'Hansard.' I do not wish to go into that; time will not permit. I know that at that time there was great opposition. I have letters in my hand from men writing about the Toronto 'Globe' on the 20th July last year, complaining of the Conservative party daring to put this mo-tion forward. Time will not permit me tion forward. Mr. SHARPE (Ontario).

to read them. Any hon. gen'tleman can read them. I am glad, however, to feel that there is no opposition to the Bill in the House. I think that my hon. friend the Minister of Militia and Defence (Mr. Hughes) is entitled to every credit for forcing the matter. But I do not know that the reputation which he has for gallantry will continue to live in this country if he leaves the widows and the widows' sons and daughters out of this Bill.

Mr. BICKERDIKE. And he should make it \$200.

Mr. MORPHY. Yes.

Bill reported, read the third time and passed.

## SUPPLY.

House again in committee of Supply.

Civil Government-privy Council-to provide for one clerkship in third division, subdivision 'A,' \$900.

Mr. BORDEN. This amount of \$900 is for a clerk who has been transferred from the Customs Department to my office and who is doing clerical work. He has been transferred on the same salary as that which was paid to him in the Customs Department.

Dominion Archives—addition for Dominion archivist on change of status under Act assented to on March 12, 1912, \$1,300.

Mr. BORDEN. Dr. Doughty, in accordance with legislation bassed this year has been promoted to the rank of a deputy minister, and we require to make provision in the estimates for the payment of the additional salary.

Legislation-Senate, \$17,228.33.

Mr. BORDEN. The larger part of this item is to make good the full sessional indemnity of members of the Senate whose absence has been caused by illness.

Mr. CARVELL. Does it cover absence for any other reason than illness?

Mr. BORDEN. No. The item usually covers absence on public business, but I understand there is no such case this year.

Mr. CARVELL. Does this go far enough to cover the case of one aged senator who has not been here this session because of illness?

Mr. BORDEN. I think so.

Mr. PROULX. I understand that the salary for secretary to the Speaker of the Senate was opposed the other day in the Senate.

Mr. BORDEN. I would not like to interfere in a family quarrel of that kind.

Mr. LEMIEUX. Does the rule apply to members of the Commons who have been absent through illness?

Mr. BORDEN. I understand similar provision will be made, if there is any such case.

To provide members with stenographers and typewriters; further amount required, \$50,000.

Mr. LEMIEUX. Explain this.

Mr. BORDEN. For several years, there has been a discussion of this matter, and we all know that members of parliament while they are engaged in the performance of their duties here have a very great deal of clerical work to do, which makes it necessary for them to employ clerical assistance, and expert clerical assistance at that. An item of \$14,000 was in the main estimates last year, for the first time, and the results from it were not found to be very satisfactory. We are taking this vote of \$50,000 for the purpose of putting the service on a better basis. I cannot say that we have a plan of operation worked out very thoroughly yet, but we have a general scheme in our minds which we will submit to members on both sides of the House at the beginning of next session. Meanwhile, we thought it better to take this vote, which will make altogether \$64,000 for the purpose of rendering that clerical assistance to the members of parliament which seems to be absolutely necessary.

Intercolonial railway, \$600,000.

Mr. GRAHAM. I understand the government want to take this \$600,000 to buy rolling stock instead of letting it get into the hands of the Receiver General.

Mr. BORDEN. Precisely.

Mr. GRAHAM. I approve of spending the money for the improvement of the road.

Mr. BORDEN. This is carrying out exactly the same policy as that of the late government.

Archives, \$35,000.

Mr. GRAHAM. Who was appointed in the place of the late Robert Laidlaw?

Mr. BURRELL. No person has been appointed in his place yet.

Mr. GRAHAM. Did my hon. friend give the family anything in the way of a gratuity?

Mr. BURRELL. A gratuity equal to two months' salary.

Mr. MURPHY. May I inquire if the statement in the press is correct, that the Archives Branch has been transferred from the Department of Agriculture to the Department of the Secretary of State?

Mr. BORDEN. It is not precisely that. Under the recent Act the Archives came under the President of the Privy Council. A few days ago an order in council was passed under the provisions of that Act, transferring that branch from the control and direction of the President of the Privy Council to the control and direction of the Secretary of State. That is in pursuance of what my hon. friend urged. On looking into the question I came to the conclusion that his suggestion was a wise one, and it has been carried out.

Mr. MURPHY. I must thank my righhon. friend for acting on the suggestion and also congratulate my hon. friend the Secretary of State on acquiring a most useful and interesting branch of the service.

Census ant statistics, \$150,000.

Mr. GRAHAM. How is my hon. friend getting along with the settling of the claims of the census commissioners? I have recently fallen heir to a lot of claims made by gentlemen who say that they have not received their cheques. I must say that the hon. Minister of Agriculture has attended promptly to anything to which I have called his attention.

Mr. BURRELL. All the claims are now paid, or at least all the cheques have been issued.

Mr. BELAND. Are all the claims paid in full?

Mr. BURRELL. Yes, they are paid in full, subject to occasional deductions where there were over-payments.

Mr. BELAND. I have a letter claiming that an account was sent in according to the instructions received, amounting to \$107, and the claimant received only \$95, and this is supposed to be all that he is going to receive. I received the day before yesterday two letters on that point from the district of Beauce.

Mr. BURRELL—That was probably because there were not the necessary vouchers for the whole claim, or because the number of days were exceeded and could not be allowed.

Mr. CARVELL. I have information in regard to a similar case, not in my own constituency, but in another constituency in New Brunswick. The gentleman claimed that deductions amounting to \$13 or \$14 had been made from his account, principally because he had sent in a claim for I think three days for going to the city of Fredericton to receive instructions, and something for his expenses. I happen to know that he could not go to Fredericton from where he lived and spend any time there and go back inside of three days. In a case like that does the department settle the matter arbitrarily, or does it accept evidence to show that the man had actually performed the service he claimed for?

Mr. BURRELL. Cases of that kind would be open to consideration, and if placed before the department they would be given it.

Mr. CARVELL. The gentleman wrote to me that the department had sent him a cheque marked 'payment in full,' but he had not cashed the cheque, and he wanted to know what position he would be in if he should cash the cheque.

Mr. BURRELL. We would regard that as immaterial in the case of any legitimate claim.

Mr. OLIVER. In regard to both the census claims and the election claims, it seems to me that there would be a great improvement if the department were to take the position that they had a certain business done, for which they owed money, and that it was their business to see that they paid the money that they owed, and that when an account was in dispute they would take active measures to come to a conclusion. Hitherto the department has taken the position that it is for the man who claims the money to go to the department and chase it up—to go to all the trouble and expense that may be necessary in order to obtain the payment of his money.

That is a very common departmental view of looking at the matter, but the public at large take the position that when a man has been hired to do a certain work, and when he has done that work he is entitled to his money, and he should not have to earn the money a second time by going to all sorts of difficulty in order to collect it. Now I am speaking in a general way but I am sure that the minister can translate the general statement so as to apply it to particular cases. The practice adopted on previous occasions in regard to election accounts has been, that where there was an apparent tangle, which was difficult to straighten out by correspondence, an officer was sent to the locality to get information and try to settle the question, the position being taken that it was a part of the business of the govern-ment to get an honest settlement of an honest account. I would like to see that practice followed in very much greater degree than it has been, and I would ask the Minister of Agriculture that in the case of the census accounts—I know they are in

Mr. CARVELL.

very much better condition than the election accounts—where there are difficulties, instead of depending on correspondence back and forward to send some officer of the department, or more than one officer, that he can trust, right out to the locality to see the conditions and hear whatever evidence there may be, and get the accounts settled so that there will be mutual satisfaction.

Mr. BURRELL. I may tell the hon. member for Edmonton that I am in sympathy with getting these accounts settled as promptly as can be done. Of course I have no knowledge of the election accounts at all which are dealt with by another department. The census enumerators were instructed to send in all the vouchers with their expense accounts but a very large number have omitted to send any vouchers at all. That is responsible in a very large measure for the apparent delay that has occurred. I may say, however, that we will be able to do better in 1921.

Mr. BRODER. A good deal of the pres-ent difficulty has grown out of the confu-sion caused by varying interpretations of the regulations. In the first place the late government made the mistake of chang-. ing the date on which the census had previously been taken since 1867. When the last census was taken many of the people in the large cities and towns were away on summer vacations and their dwellings in the city were vacant. Consequently there was a lot of confusion in the enumerating of people and no doubt that to some extent, was the cause of the complaint throughout the country that the correct census had not been taken. Another thing was that formerly the commissioners were brought to Ottawa and given instruction directly by the department. Last year, however, instructors were sent out from Ottawa and there were different interpretations of the regulations. So much so that the regulation in reference to farms and lands of a certain area was applied to houses with small areas at a payment of 10 cents per house which increased the expense to the country by over \$100,000. Furthermore the regulations were actually changed after the enumerators were sent out and part was interpreted in one way and part in another way. All this confusion has grown out of the procedure of the government in carrying out the census under its own regulations. I do not know who is to blame but that is the condition which has grown up under the administration of the census regulation. I notice that the Montreal 'Herald' just before the census was taken made the annuoncement, which it said would be good news for the enumerators, that they would get 10 cents for a house instead of 10 cents for every farm of so many acres of land. We all know that those regulations were differently interpreted in some parts of the country from what they were in others. In my own constituency the commissioner, who is an absolutely honest man in reference to his work, had 10 per cent of his allowance kept back for some reason. The department, I think, in forwarding his cheque explained that the balance of this account would follow in a very short time. I do not know whether he received the balance or not, but I can' say for that commissioner that there is no doubt as to the correctness of his return or the honesty of his vouchers.

Mr. BURRELL. The 10 per cent referred to was held back because of the innumerable complaints as to people being missed in the enumeration. That is regarded as a deposit which is held back pending the revision of each schedule.

Mr. OLIVER. Would the Minister of Agriculture say whether he would be willing to accept the suggestion of sending officers out to localities to deal with the question on the ground. It seems to me that in these cases of tangled accounts that is really the only way to get a satisfactory settlement.

Mr. BURRELL. I will give that matter consideration, because I think the hon. gentleman's suggestion is well worth it.

Statistical year book, \$6,000.

Mr. GRAHAM. How many of these books are printed?

Mr. BURRELL. 10,000 altogether, that is English and French editions.

Experimental farms, \$180,000.

Mr. BURRELL. This particular vote is for the expenses of operating the farms that are organized, including the Central Experimental Farm.

Mr. CHISHOLM (Antigonish). It does not cover any new farm?

Mr. BURRELL. No, that is provided for in another item.

Printing and distributing reports and bulletins of farms, \$15,000.

Mr. CHISHOLM (Antigonish). What is the reason for the increase?

Mr. BURRELL. The vote is increased by \$5,000 to supply the extra number of bulletins that are being distributed.

Mr. CHISHOLM (Antigonish). How are these bulletins distributed?

Mr. BURRELL. We have a very large mailing list and everybody that is really interested in these publications, and sends in his name is placed on the mailing list, which is increasing all the time. Mr. CHISHOLM (Antigonish). How do you get information with respect to the mailing list?

Mr. BURRELL. It is made up in a variety of ways. A great many members of parliament send us in a list of the people to whom they want bulletins sent. In any case where the names come from legitimate sources we send bulletins.

Mr. CHISHOLM (Antigonish). Some time ago a bulletin was issued by the Veterinary Branch of the Department of Agriculture, on the subject of tuberculosis. I thought this would prove a very interesting pamphlet to the farmers in my constituency, and I wrote to Dr. Rutherford asking if he could send me 500 copies so that I might distribute them. He replied that he had a large number of these bulletins on hand, but that he could not give them to me without ministerial authority. He added:

While the edition of the publication in question is not small it would have to be a good deal larger than it is in order to supply each member of parliament and the same with senators, with 500 copies.

Thereupon I wrote to the minister in regard to Dr. Rutherford's letter, and asked him if he would give the necessary instructions to supply 500 copies of this publication, or as many as he could conveniently spare. I assured the minister in that letter that the bulletins would be distributed to farmers who would appreciate the work. The minister instead of sending the required number, or a lesser number as I suggested, wrote me that I had better send in a mailing list.

send in a mailing list. To this I replied I preferred addressing these copies myself in order to be sure of their reaching their destination I did not know what mailing list the department had or when that mailing list had been revised. But I knew the constituency and those amongst whom this bulletin should circulate. Up to this time the department has not furnished me with the number I had asked for. As we are paying so much for these bulletins, it seems to me that those who take an interest in these matters should be furnished with copies. They are in a position to know to whom the bulletin should be sent. The mailing list is all right if you revise it from time to time.

Mr. BURRELL. My hon. friend has touched a rather difficult point. I can assure him that no discourtesy was intended to him; I have had complaints of the same kind from hon. gentlemen on this side of the House. If members would do the distributing themselves and we know that the bulletins in that way would reach the people, we could abolish our distribution department. But the hon. gentleman can understand that if we adopted that system and depended upon it for our distribution, the people would get less benefit from these bulletins, as the distribution would not be so thorough as that which is made by the department with its mailing list. This is a matter of general policy which the late government instituted and which, I think, is the best policy on the whole. When a member wants a special number of copies for his constituency I shall be glad to send them.

Mr. CHISHOLM (Antigonish). I am glad to know that it was not intended as a discourtesy to me. But I cannot agree with the minister in his suggestion that the method I have proposed would not be the best way. For myself, I like to send literature such as this, of a non-partisan character to all classes, and I think that when it is sent out by the members of this House it will be more likely to be sent out where it will be of use than if sent from the department, unless the mailing list is revised from time to time. What means has the department of revising the list?

Mr. BURRELL. If the hon. gentleman will send his list, we will make sure that his friends shall receive the bulletin.

Mr. ROBB. A good deal is to be said for the government and the department in sending out literature. Perhaps the difficulties raised by my hon. friends would be better overcome in the interest of the department and the country if, each year, or once in two years, the minister should send the list to the representative of the county for revision. The member for the county knows the people who are interested in that class of literature and knows also those who, year by year, leave the constituency for other parts.

Mr. CHISHOLM (Antigonish). I have been here for seven years and never had before any trouble in getting bulletins; on the contrary the officers of the department were glad to give them. But I may also add that I never knew there was a mailing list and I do not know what names are on it. But when a member is prepared to go to the trouble to distribute copies of a bulletin, and asks a reasonable number, and the department has them on hand, I think they should be furnished. Four or five hundred bulletins is not a large number to give to a member when there are cart-loads of them in the department.

Mr. LALOR. The hon. gentleman's experience is a little different from mine. He says that he was in the habit of getting bulletins in the past. But I have had some experience with the late Minister of Agriculture and could not get bulletins.

Mr. BURRELL.

The consequence was, I put an advertisement in the local papers telling the farmers that if they wanted bulletins, they should send their names to the department direct. I was not able to get copies, if the hon. gentleman (Mr. Chisholm, Antigonish) was.

Mr. ROBB. To show that the late minister was not politically partial, I may say I had the same experience as that spoken of by the hon. member for Halidmand (Mr. Lalor). The minister had a mailing list and the bulletins were sent out from that.

Mr. SINCLAIR. My experience was the same; lately I was not able to get bulletins nor to see the mailing list. I do not impute any blame for that to the department, but I have always been referred to some mysterious mailing list which I have never seen. Such a list needs to be revised from time to time. I could understand that agricultural societies would continue to receive such matter addressed to them, but, addressing individuals, a mailing list unrevised would become useless in time. I trust the minister will take the matter up and deal with it so that the bulletins may get in proper hands.

Mr. ROBB. Would the minister consider the suggestion that the member who represents the constituency should have the opportunity to see and revise the list occasionally?

Mr. BURRELL. We shall be glad to consider any plan by which we can get the bulletins into the hands of the farmers of the country. That is our wish, and not to treat one side differently from the other. As to the particular case referred to by the hon. member for Antigonish my recollection is quite clear. The bulletin he asked for was of a special kind and rather more expensive than some that we issue. I think we had only a limited number, and for that reason it was suggested to him that he could get 200, because the officers feared that they would run short in that direction.

Mr. CHISHOLM (Antigonish). I have the correspondence here. In the letter I stated that I would like to get 500 if he could spare them; if not such a number as he could give. His letter was to this effect:

I have gone into this matter carefully, and find that our supply of this publication would hardly permit of as many as 500 copies being sent to one member. May I ask you to let me have a list of those whom you think would be especially interested in the subject and I would be glad to see that a copy be sent to each. I may add that requests for this bulletin are numerous, and it is our desire to see that as far as possible, each district gets its proper proportion. In my reply I said that I preferred addressing such copies of the pamphlet on tuberculosis in cattle with which I was supplied to the farmers myself, as I wished to make sure of the copies reaching their destination; but if I could not get the copies asked for I must content myself to go without them. In my first letter, I had said:

As I intimated to the Doctor, I would see that it would be placed where it could be appreciated and read. I beg, therefore to request that you be good enough to authorize the Director General to let me have as many of the copies, not exceeding 500, as he can spare.

If it was to be 200, or 50 or 10, I would be glad to receive them.

To encourage the production and use of superior seeds of farm crops, and for the enforcement of the Seed Control Act, \$80,000.

Mr. BURRELL. There is an increase of \$20,000, owing to the fact that we are employing more inspectors and carrying the operations of our seed service all through the west.

For the development of the live stock industry, \$102,000.

Mr. BICKERDIKE. In what way is the live stock industry being developed?

Mr. BURRELL. This is used for the assistance of farmers' live stock associations, for assistance in the way of providing judges at fairs, and, of course, paying the travelling expenses of those judges, for the assistance of the poultry industry, for holding national live stock conventions, for the assistance of horse breeding, and for the assistance of various farmers' institutes, and in every way building up the live stock industry.

Health of animals, \$350,000.

Mr. BICKERDIKE. Is there any provision for remunerating the owners of cattle which are destroyed by order of the government? The hon. gentleman will remember that this question came up in previous sessions, and I took the ground then, as I do now, that if a man's animals are destroyed for the benefit of his neighbours and the benefit of the public the public should contribute to pay for his loss.

Mr. BURRELL. What animals does the hon. gentleman refer to, animals in abattoirs or to horses that are afflicted with glanders?

Mr. BICKERDIKE. To abattoirs.

Mr. BURRELL. That is a very involved question. The late government never saw its way to making compensation, and I must confess that so far as I have considand I know that he would like to speak 205

ered the subject, and I have given it a good deal of consideration, I believe the policy of the late government was right. It is questionable whether the government is justified in paying for an animal which is killed for food when it is 'absolutely unfit for food. To my mind, that principle is right, although I admit that in some cases it works out a certain amount of hardship. But there are ways in which these people can cover themselves, for instance, insurance methods.

Mr. BICKERDIKE. I am sorry I cannot agree with my hon. friend. I have always taken the ground, and I still maintain, that if my animal is destroyed for the benefit of the public in general, the public should pay for it.

Mr. BURRELL. If my hon. friend will pardon me—it is not destroyed for the benefit of the public. He brings it there to the abattoir to be killed for food. There is a great distinction between an animal being killed by the department because it is infected with a disease which it may communicate to another animal, and bringing an animal to the abattoir to be slaughtered for consumption, when that animal is unfit for consumption.

Mr. BICKERDIKE. What difference does it make whether it is in a man's farm yard or in an abattoir? A man goes to a farm and buys a carload of oxen, he cannot tell whether they are diseased or not. I maintain that when an animal is destroyed for the public benefit the public should contribute to reimburse him for his loss. I have always taken that ground, and I think every one in the business agrees with me.

Mr. BURRELL. My hon. friend is probably touching on the great question of tuberculosis in cattle. I admit the department will have to take that question up some day. But as my hon. friend knows, it is an extraordinarily difficult and complex question. I am anxious to approach it in the fairest way, and I trust we shall be able to take it up with a view of meeting what the hon. gentleman is aiming at. I was referring specifically to compensation, and he was referring to animals killed in abattoirs.

Mr. CHISHOLM (Antigonish). I wish to call attention to another class of cases in which compensation has been sought. The matter was brought up in the Senate the other day, when attention was called to the loss sustained by farmers on account of the Pictou cattle disease. My hon. friend from Pictou (Mr. Macdonald) does not happen to be here this evening, and I know that he would like to speak

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on the losses arising from the Pictou cattle disease. I would ask the minister to let this item stand, or else give permission to refer to it on some future occasion.

Mr. BURRELL. I have no objection to letting the item stand, although I would prefer not. The Pictou cattle disease has been brought to my attention on one or two occasions, notably by Senator Bell. I also went into the question thoroughly with Dr. Rutherford, and I came absolutely to the conclusion that it was caused by a certain weed in Nova Scotia, because the territory occupied by that weed was the territory in which the disease occurred. The Director General carried on a series of exhaustive experiments, and proved to my mind that the weed was the cause of the disease. It was obvious that there was no ground for compensation.

Mr. CHISHOLM (Antigonish). I am familiar with the territory in which that weed exists, and I am familiar with the experiments that were conducted. They were conducted in the county I have the honour to represent. There does seem to be conclusive evidence that the rag weed was the cause of the Pictou county cattle disease. There are those who do not share the opinion of Dr. Rutherford. I would like the matter to stand for the present, as I know my hon. friend from Pictou has considerable information on the subject.

Mr. MORPHY. I desire to say a word for the information of the minister with regard to a particular case that came under my observation and practice. There are a good many cases, but this one will exemplify them all, as it went further than most of the others. A farmer sold an animal that looked healthy, and the drover saw nothing wrong with it. It was sent to Toronto, where the animal was condemned. The hide was sent back, and a demand was made to the farmer for compensation to the drover, with a threat of prosecution. He came to me, and I advised him that I did not think he was liable. The information was laid against him through the county attorney at Goderich, prompted by the late government. They prosecuted the man, the case came before the court, but the prosecution was not ready to go on.

Finally after exhausting every measure that they could discover, they found, to use a common expression, that they were up against it, because there had been an order in council passed which withdrew it from the statute. While the statute made it a criminal offence to sell a tuberculous animal, an order in council was passed of which the public had no notice.

Mr. CHISHOLM (Antigonish).

This man was put to the expense of gathering witnesses from a distance and retaining counsel, amounting to quite a few dollars, and the Crown represented by the late government, had to drop the case. I bring this matter to the attention of the committee for the purpose of asking the minister to introduce some legislation providing that where a statute is changed by order in council publicity should be given to that particular feature of it.

Mr. BURRELL. I think my hon. friend is a little bit mistaken. My impression is that the regulations have been duly published.

Mr. MORPHY. The minister may be absolutely right when he uses the words 'duly published' but I do not understand it. Nobody in that section knew it, the lawyers for the Crown did not know it, the man who made the charge did not know it, the people who complained did not know it, the people in Toronto did not know it, and if that is 'duly published' I would like the minister to see that it is made more public.

Mr. BURRELL. My recollection is that it is published in the usual way in the 'Canada Gazette'.

Mr. MORPHY. There is not one farmer in 10,000 in the whole county who ever sees the 'Canada Gazette.'

Mr. GRAHAM. It is hidden in the 'Canada Gazette'.

Mr. MORPHY. Absolutely, and I think it is not fair to the people of the country.

Mr. CHISHOLM (Antigonish). Has a successor been appointed yet to Dr. Rutherford, and if so, whom?

Mr. BURRELL. No successor has been appointed.

Mr. GRAHAM. I see that the Minister of Agriculture for Ontario says that Mr. James has not accepted a position with another government, but that he has only accepted a position to do some temporary work.

Mr. BURRELL. Possibly my hon. friend had better leave that for discussion upon an item in the supplementary estimates. Yet, since he has mentioned it, I might say that while Mr. James has not accepted a permanent position with this government he has accepted a position to do certain work.

Mr. TOBIN. I would like to ask the minister if he has received a petition and claim which I forwarded to the Minister of Agriculture signed by Alfred Labrecque and others for compensation for loss sustained by them through the death of animals at North Ham. I forwarded that claim to the Hon. Mr. Fisher in July last, and I received his reply on July 28, accompanied by a memorandum from the department. Mr. Fisher in his letter to me of July 28, 1911, said:

Dear Mr. Tobin,-I duly received your let-ter of the 17th inst., inclosing a communica-tion signed by Alfred Labrecque and others, of North Ham, with reference to a sickness among horses and cattle in that district.

I immediately referred the matter to my veterinary director general, with instructions to have the cause of complaint investigated, and inclose herewith a copy of a report on the matter.

# Yours very truly, (Sgd.) SYDNEY FISHER.

The disease from which these animals was suffering was anthrax. The memorandum accompanying the letter is as follows:

Memo. re Anthrax at North Ham, Quebec.

On June 26th, acting on a report from Mr. E. W. Tobin, of Bromptonville, Quebec, that animals were dying in the parish of North Ham, Inspector Whyte at once visited North Ham on the above date, and found the disease to be anthrax. He quarantined five premises and strongly advised the owners to vaccinate their stock. Whyte saw that the carcases of all the animals that had died were properly disposed of and ordered disinfection. Eight horses, two cattle and nine swine had died at the time of the first visit.

On June 30, 200 doses of anthrax vaccine were sent from this department on request of Patrice Blais, secretary of the municipality

of North Ham. On July 4, Whyte again visited North Ham and quarantined three more premises, as each owner had lost a horse. These carcases were all disposed of and vaccination of remaining animals advised.

Specimens of blood sent to the laboratory and Whyte's diagnosis confirmed by pathologist.

On July 9, Inspector Beaudry visited district, quarantined premises at St. Fortunat, advised vaccination.

On July 22, Inspector Beaudry again visited district and reports that certain owners had not followed the advice of inspectors regarding vaccination, but that he had again taken the matter up with them and expected to be able to persuade them to vaccinate immediately.

On July 19, accompanied by Inspector Gau-vin, I visited North Ham and went carefully into the whole situation. We found that In-spector Whyte had done everything possible to check the spread of the disease and that the people were doing the vaccination them-selves; this we discouraged and strongly ad-vised them to employ a qualified veterinary surgeon, explaining to them that this work should be done very carefully.

The question of compensation came up and we informed the people that the government did not in any way compensate for animals dying of anthrax or from careless vacchation. The excitement was then somewhat abated, as no animals had recently died. Some of the farmers did not believe in vaccination and did not have it done, and others had not completed disinfection.

I herewith append a list of farms where the disease was found.

You will notice that none of the farmers concerned in the quarantine have signed the petition to Mr. Tobin. I have the honour to be, Sir, Your obedient servant,

(Sgd.) A. E. MOORE,

Chief Travelling Inspector. The Veterinary Director General, Ottawa.

Date Quaran- tined.	Name.	Post Office.	Died.						
			Horses.	Cattle.	Swine.	Horses.	Cattle.	Hogs.	Sheep.
" 26 " 26 " 26 July 4 " 4 " 4	Eustache Patrice Adjenor Houde Ludger Dufresne Zehirien Laventure Charles Gourde Odelon Boulanger Joseph Bissonnett Victor Tardiff Etienne Rol erge Total	" " " St. Fortunat	$     \begin{array}{r}       3 \\       2 \\       0 \\       1 \\       2 \\       1 \\       1 \\       1 \\       1 \\       12     \end{array} $	$\begin{array}{c} 0 \\ 0 \\ 1 \\ 0 \\ 1 \\ 0 \\ 0 \\ 0 \\ 0 \\ \hline 2 \end{array}$	$ \begin{array}{c} 0 \\ 0 \\ 4 \\ 0 \\ 5 \\ 0 \\ 0 \\ 0 \\ 0 \\ 9 \end{array} $	$ \begin{array}{c} 4 \\ 2 \\ 3 \\ 2 \\ 2 \\ 4 \\ 1 \\ 5 \\ \hline \end{array} $	$ \begin{array}{c c} 1 \\ 27 \\ 26 \\ 7 \\ 19 \\ 12 \\ 22 \\ 14 \\ 27 \\ \hline \dots \\ \end{array} $	$ \begin{array}{c} 0 \\ 0 \\ 7 \\ 3 \\ 4 \\ 6 \\ 2 \\ 10 \\ \hline \end{array} $	0 0 3 0  7 15 10 12

Have not vaccinated their stock-E. Patrice, Z. Laventure,

E. Roberge.

Quarantine raised-A. Houde, July 22nd, L. Dufresne, July 21st, C. Gourde, July 26.

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Later on I took the matter up further with Mr. Fisher and he said that it was possible that the law did not provide compensation for these people but he thought he would try and bring in legislation this coming session.

Mr. BURRELL. Has my hon. friend that letter?

Mr. TOBIN. I saw Mr. Fisher personally and the letter which I received from him at that date I forwarded to some of these people, I think to Mr. Labrecque. Therefore, I have not the whole of the file here. But Mr. Fisher gave me to un-derstand that he would try and compensate these people in some way. They suffered great loss. They are not wealthy and I would ask the minister, if the law does not provide for it now, if he could bring in legislation to enable him to take sufficient money out of the general vote to compensate these people. They are worthy of it and it would be only doing justice to the farming classes. These people had done everything in their power, so soon as they found out what the disease was, to try and stamp it out and I am sure that the minister would be only doing justice to these people if he would try and compensate them for their loss.

Mr. BURRELL. I appreciate what my hon. friend has said in his sympathy for these people who have suffered this loss. We can only feel sympathy for them under such circumstances but we can hardly adopt the course which he suggests. In the first place this is not a case where animals are killed. It is a case where the animals died of a certain disease. Anthrax is a disease of the blood that terminates in the death of the animal very rapidly, but it is a disease which is curable by inoculation and vaccination and this treatment, in most cases, is efficacious. The veterinary surgeons of my department who were sent down there at that time pointed out to the owners that notwithstanding that these animals had died of anthrax it would be impossible to give them compensation. would also say to my hon. friend that the petition sent to the department in connection with this matter is not signed by one of the men who lost any animals.

I sympathize with them, but there was no law under which they could be com-pensated, and if my predecessor in office had compensated them he would have had to get a special vote from parliament. Although I am aware my predecessor spoke in rather vague terms about compensating them, whether he would have done it is not for me to say. While I have great sympathy with my hon. friend and with the farmers who lost their cattle, yet, after consideration, I do not see how any-thing possibly can be done.

Mr. TOBIN.

Mr. TOBIN. These people not only suffered the loss of their cattle, but they suffered great loss through quarantine, or in not being able to take the milk to the cheese factories. I wish to read the fol-lowing petition which I have received.

Mr. Tobin, M.P. Sir. You b Sir,—You learned on the occasion of your last visit to North Ham that a disease threat-ened to kill our horses; there are to-day eight farmers in quarantine, six of whom used to go to the cheese factory; the loss is still heavier for these; we are told the govern-ment can come to the assistance of these peo-ple; you are the one who can do the best under the circumstances, we therefore request you to use your influence with the govern-ment in favour of these sadly tried people in order to compensate them for their losses.

Here are the names of those in quarantine and their losses: Charles Gourde, 2 horses, 1 cow and 4 hogs dead, eight cows held, loss in milk, \$1.75 per day; Ludger Dufresne, 1 ox milk, \$1.75 per day; Ludger Dufresne, 1 ox dead, 14 cows held in quarantine, loss in milk, \$2.50 per day; Odilon Boulanger, 1 horse dead, 12 cows held, loss in milk, \$2.50 per day; Vic-tor Tardiff, Norbert's son, 1 horse dead, 12 cows held, \$2.50; Adjenor Houde, 2 horses dead, 13 cows held in quarantine, loss in milk, \$2.60 per day; Joseph Bissonnette, 1 horse dead, eleven cows held, loss in milk, \$2.25 per day; Eustache Patry, 3 horses dead; Zéphi-rin Laventure, 2 horses dead. No more horses have died during the last

No more horses have died during the last two weeks; please note that Mr. Joseph Bissonnette lost a mare which was nursing a colt; it was separated from its mother 12 hours before the mare died and is full of life and in good health.

Mr. Houde's cows did not go to pasture with his horses; he has a new examination made; we thought some of the animals would not be held so long in quarantine. We ask of you the favour of interesting yourself for these sorely tried people, although this will give you much trouble; you will only be the more entitled to our gratitude. Hoping to receive from you this favour, we remain, Your most respectful friends,

(Signed)

ALFRED LABRECQUE, A. DEMERS, GEDEON LABRECQUE, NORBERT TARDIFF, J. E. FRECHETTE,

J. E. FRECHERTER, CLOVIS RICHER tem. J.E.T., JOHNNY LARRIVER tem. J.E.T., GEORGE LENOULIER, CAMILLE MORIN tem. A. Yate. Please send answer to Mr. Alf. Labrecque.

I trust the minister will consider the claim of these gentlemen and try and do something.

Mr. BURRELL. Even if they were entitled to compensation, which is question-able, you would need to have a special vote and I do not think I would be justified in asking for that.

Mr. TOBIN. Will the minister consider it?

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Mr. BURRELL. I would be glad to give it full consideration, but I do not see how it is possible to comply with the request of my hon. friend.

Mr. TOBIN. I have seen the Deputy Minister about this, and I would ask the minister to promise that he will provide money to indemnify these parties next session.

Mr. BURRELL. While I have abound-ing sympathy with my hon. friend, I am afraid there would be no justification for doing that.

Mr. TOBIN. There is no chance?

Mr. BURRELL. Very little.

Mr. TOBIN. And no promise?

Mr. BURRELL. I fear I cannot give my hon. friend any promise.

Mr. BELAND. I would impress on the minister the advisability of increasing the salary paid to the veterinary inspectors in the abattoirs. I trust that some of this \$25,000 increase in the vote will be applied for that purpose. The work which they perform, though of a professional nature, is very objectionable in its character. If the minister visits, as I have done, the abattoirs in Toronto or Montreal, he will see the important work those veterinaries are doing in the cause of sanitation. The salary which is now \$1,000 or \$1,200 is very little for professional men. I commend the case of these gentlemen to the favourable consideration of the minister.

Mr. BURRELL. Some of these inspectors get \$1,200 a year and, speaking generally, I have a great deal of sympathy with men who are doing work of this kind. If we have good officials in any department of the public service and wish to retain them we will have to pay them decent salaries. I cannot of course give any definite promise now.

Mr. CHISHOLM (Antigonish). It is understood that even though this item should pass now, my hon. friend from Pictou and myself will have the opportun-ity of discussing the Pictou county cattle disease on some other item.

Mr. BURRELL. Certainly, on the supplementary estimates.

Experimental farms-towards establishment and maintenance of additional branch stations, \$200,000.

Mr. McKENZIE. Has the minister many of these stations in the province of Nova Scotia, or just one?

Mr. BURRELL. We have about ten farms completely organized and equipped. have six or eight which are not provided with buildings and are practically unoccupied. It is also to acquire any land needed for new experimental farms in any part of the country.

Mr. McKENZIE. While I would not look for very large or expensive farms, we would like to see in Nova Scotia some small farms to show the farmers what can be done when a farm is properly worked. We have plenty of good land, but the mines and steel works are too attractive to the young man. I was talking on this matter to the outgoing minister and he rather promised to give it some attention.

Mr. LAPOINTE (Kamouraska). May I ask the minister if plans have been prepared for the branch station at Ste. Anne de Lapocatiere, what will be the cost of the buildings, and if it is the intention of the department to have them erected during the present year?

Mr. BURRELL. I do not think we have actually got the plans out yet, but if not they are in preparation, and the work of construction will go on this year.

Mr. ROBB. The Commission on Conservation had some plan for running small farms in various counties throughout Canada. Has that commission any association with the Department of Agriculture?

Mr. BURRELL. It has indirect association, but as a matter of fact it carries on its work without surveillance. The Minister of Agriculture is responsible only as a medium between the commission and parliament and the council.

To encourage the production and sale of Canadian tobacco, \$20,000.

Mr. GRAHAM. What is the experimental work carried on?

Mr. BURRELL. At St. Cesaire in the county of Rouville, at Harrow in western Ontario, at Ste. Anne de Lapocatière, and at the Central Experimental Farm-both as to growing and curing.

Contribution towards maintenance of and expenses of representative at International Institute of Agriculture, \$10,000.

Mr. MURPHY. Will the minister kindly explain what that item is?

Mr. BURRELL. It is the International Institute of Agriculture, with its head office at Rome, to which all the great nations belong, and to which Canada, being essentially an agricultural country, very properly belongs. The Canadian office furnishes from Canada all the data—whether federal, provincial, public or private, relating to This vote is for unorganized farms. We agricultural science, practice, organization

or commerce-needed by the Institute in its role as a world's clearing house of agricultural information, a world's agricultural observation station and crop-reporting agency. It makes available to Canadians the information published by the Institute principally in the four monthly publications of its permanent bureaus, either through the circulation of the original publications or through their re-publication (fully or summarily), occasionally in a multigraph bulletin, but chiefly in a monthly periodical entitled 'The Publications of the International Agricultural Institute.' It is gradually evolving and extending a library corresponding to the needs of these two services-a library the importance of which has been greatly en-hanced by the accession to it of exchange publications from seventeen countries in seven different languages, which, when classified through a system of index cards, will be readily accessible to all the branches of the department.

We pay \$2,320 as our membership fee, and we have a right to send a delegate to Rome to the meetings of the Institute.

Mr. BELAND. The department has no permanent representative there?

Mr. BURRELL. No.

Mr. GRAHAM. The meetings are annual?

Mr. BURRELL. Yes, but I do not know that we shall send anybody this year. We may be represented by some one who is there.

Grant to Dominion Exhibition, \$50,000.

Mr. BURRELL. This is a grant which the government has been in the habit of making during the last ten years to the different provinces. It goes to Ottawa this year.

For the administration and enforcement of the Destructive Insect and Pest Act, \$25,000.

Mr. BURRELL. That is largely applied to the fumigation stations at the ports of entry.

Mr. SINCLAIR. Has the minister a fumigation station in the province of Nova Scotia? I have heard complaints in that province that shrubs imported there and delivered at Halifax have to be sent to St. John to be fumigated, at a good deal of inconvenience and expense to the importer. He has to pay the expressage from Halifax to St. John and back. Does that system still exist?

Mr. BURRELL. Yes, it is the same system.

Mr. BURRELL.

Of course it is rather difficult to establish these fumigation stations at too many points. Such a station requires a trained staff of officers, the working period is very short, and it is fairly expensive to put up. We are in the same position as in British Columbia where we have only one building, at Vancouver, and we sometimes get complaints that plants have to gc there and come back again. On the whole the system has worked fairly well. However, I will be glad to look into the case my hon. friend refers to, although, as far as I am aware, I do not know that we would be justified in establishing a separate station in Nova Scotia.

Grant to the Canadian National Exhibition at Toronto towards cost of Dominion building, \$100,000.

Mr. GRAHAM. Will the minister please explain this vote?

Mr. BURRELL. This is a special grant made this year to the Canadian National Exhibition in Toronto for this purpose. For some years past the exhibition in Toronto, which every member of the House knows is practically a national exhibition, has been doing, I think, a very great work for Canada. Whatever province we hap-pen to live in, I think we can all agree that this exhibition attracts probably the greatest number of visitors of any exhibition on the continent, and for several years they have been encouraging the different provinces of Canada to send a provincial exhibit there under the direction of its government. Unfortunately for some time past the demand upon its space has made it very difficult to house these exhibits, and this year the management at Toron-tc intimated that if they could get anything like encouragement from the prov-inces, from the city of Toronto, and from the federal government, they would put up a special building, of concrete reinforced with steel, I think, to be specially devoted to the exhibits from the various provincial governments. The association came to us some time ago and asked that the Dominion government contribute \$150,000. We went into the matter very carefully with them, examined their plans, and found out that they were going to put up a building to cost \$250,000. Then we ascertained as far as we could the wishes of the various provinces. I have letters under my hand from the Hon. Duncan Marshall, Minister of Agriculture for Alberta, who wrote very strongly; Hon. Mr. Motherwell, Minister of Agriculture for Saskatchewan, and Hon. Mr. Ellison, Minister of Agriculture for British Columbia, all concurring very heartily in this idea, asking that it should be supported and approving any assist-ance we could give. So we concluded we would be justified in giving the sum of \$100,000. The building is a permanent structure which will house exhibits from every province of the Dominion for practically all time to come. In view of the fact that not only Toronto and the province of Ontario, but every province will benefit we thought we would be amply justified in giving this amount of assistance.

Mr. SINCLAIR. Is it intended to give a yearly contribution to this exhibition?

My, BURRELL. No, this is towards a capital expenditure that will erect a building to last for a lifetime.

Mr. SINCLAIR. Has this policy ever been recognized by the Dominion before by Act of parliament or in any way? Under what authority is this exhibition called a national exhibition?

Mr. BURRELL. I speak of it as a national exhibition, recognizing that it is really national in character. The Toronto exhibition is the only exhibition that I know of in which special rates are given by every railway practically on the continent. It draws people from all the States of the Union, and from Europe in gradually increasing numbers, and I think I can fairly say that even from the remotest sections of Canada some benefit is felt from the work that this exhibition is doing. Speaking now, not as a minister, but as a westerner, I am sure that all my people are thoroughly satisfied that the Dominion should give reasonable aid to work of that kind, specially where the building to be erected is to be devoted entirely to exhibits from the provinces.

Mr. McKENZIE. When the minister is giving aid to agriculture in the different provinces, has he considered the question of helping local organizations, such as agricultural societies, that are struggling to put up good buildings for agricultural purposes? Would he consider it within the purview of his policy to assist such associations in putting up a certain kind of building that would come within the classification he has described?

Mr. BURRELL. That possibly would be discussed under the items that will appear in the special vote in the supplementary estimates for that purpose. At the same time I might say here that we do not intend to attach too many strings to the vote to the provinces. We want to be as broadminded as we can in these votes, and as long as the money is spent in ways that satisfy us that it is going to the support of agriculture, and in such ways as my hon. friend suggests, and as I have indicated, we should have no serious objection to the money being devoted to the purpose indicated.

Mr. ROBB. No person will take much exception to the minister's statement that Toronto has a splendid exhibition, but it is not, strictly speaking, an agricultural exhibition. Indeed, it is more industrial than agricultural in character. It has been a growing exhibition and its receipts are expanding gradually each year. As the minister says, this exhibition is helped by the railway companies which give special rates, and large crowds are drawn to it, with the result that the receipts at that exhibition have been increasing yearly. For instance, the receipts in 1879 were \$57,000, but they have gradually increased until in 1911 they amounted to \$341,000. Now it is rather interesting to know what has been done with the money that this exhibition is taking in. For instance, they give prizes not only to live stock, but to industrial exhibits, and the total prize list of this exhibition in 1909 was \$39,555.38. Looking down the printed statement of the exhibition association, we find that the same year it paid out for fireworks, special attractions, and midway shows, the sum of \$62,406.75. Or in other words they paid out \$22,851 more for the attractions named than they did for prizes to agricultural and industrial exhibits. In 1910 the associa-tion paid out for fireworks, bands, and midway shows, \$66,523.66, and it paid out for industrial and agricultural prizes, \$43,-172.07. That is to say, \$23,351.59 more was paid for fireworks and midway shows than for the general prize account. The association is able to pay to the city of Toronto a profit each year. In 1910 the profits paid to Toronto amounted to \$37,959. It can be easily seen, therefore, that this exhibition is not hard up, or in need of money.

Mr. EDWARDS. Can my hon. friend give the amount that was paid out in agricultural and industrial prizes ?

Mr. ROBB. I will send the statement over to my hon. friend and he can study the figures for himself.

Mr. EDWARDS. Will the hon. gentleman tell me how much capital the association has invested ?

Mr. ROBB. No, I have not got that.

Mr. EDWARDS. If we are going to consider the question of figures, the expenditures for the purposes which I have named might very well be considered, as well as the figures given by the hon. gentleman.

Mr. ROBB. I have the association's annual statement here and will pass it over to the hon. member for Frontenac if he wishes. There are two objections to this vote, and I would like my hon. friends who represent rural constituencies in Ontario to notice them. One objection is that it is a vote that should come properly under

public works. My reason for making that statement is, that the Minister of Agriculture, in addressing a gathering of Dairymen's Associations in central Ontario, some time in January, told them that the only fault he had to find with his predecessor was that he was too economical. That was a compliment worth having. I submit that when the reports are out for what is done for agriculture, it is most unfair that this government should take credit for having aided agriculture by spending \$100,000 on an exhibition in the city of Toronto. That exhibition is more industrial than agricultural. That is one objection I offer to this vote. Another is that the Minister is introducing a policy which may lead up to considerable ex-pense. For if Toronto is entitled to \$100-000 for their exhibition, there are dozens of exhibitions throughout the country that are as good agricultural exhibitions as that of Toronto. I think that right here in Ottawa, a great many people will say, the live stock exhibition is a little bit better than that in Toronto. In the little city of Brandon, Manitoba, there is a bet-ter live stock exhibition than either at Toronto .or Ottawa.

Mr. CURRIE. When was the hon. gen-tleman (Mr. Robb) in Toronto?

Mr. ROBB. In 1910. In 1911, I was rather too busy, owing to the efforts of the hon. member for Simcoe (Mr. Currie) and his friends. But in 1910 and practically every year before that I have been there. I take an interest in seeing the agricultural exhibits, and I hope to go to Toronto again this year. But, just to give the Min-ister an idea of the exhibits of cattle I may say that last year in Toronto they had less than 750 entries. Why, in the little district show in the district I have the honour to represent, we had 450 exhibits of cattle.

# Mr. SMITH. What kind?

Mr. ROBB. Some went to Toronto and scooped in the first prizes. The Minister can see that he is establishing a precedent that is going to lead to demands all over the country.

Mr. EDWARDS. But does not the hon. member (Mr. Robb) see the advantage to his own riding when he has an opportunity to send cattle to a show like that in Toronto, which is visited by thousands of people from other parts of this continent and by hundred's from outside, furnishing an opportunity to advertise his part of the country as progressive and up-to-date? The hon, gentleman should hold up both hands for this vote. In any of these exhibitions we must have attractions like the fire-

Mr. ROBB.

one of the potent causes for the advancement of stock breeding that we have in the Dominion.

Mr. CURRIE. And agriculture generally.

Mr. EDWARDS. Yes, and agiculture generally. It advertises not merely the province of Ontario, but the province of Quebec and the rest of the Dominion. It has always been one of the best advertising agencies Canada has ever had. This vote is for permanent accommodation at that exhibition. For whom? For Quebec, for Ontario? Yes, and for every other province in the Dominion. It seems to me it ought to have the hearty approval of all. As we advance an exhibition like that of Toronto, we are indirectly advancing the exhibitions in other parts of the country.

Mr. SINCLAIR. I have nothing to say against the Toronto exhibition; I under-stand that it is an institution of which Canada ought to be proud. In Nova Scotia we endeavour to keep up a provincial exhibition at Halifax. It generally ends in having to pay a deficit, of which Halifax bears half and the province of Nova Scotia the other half. In view of the fact that assistance is being given to To-ronto, which is rich and making money, would the minister consider an applica-tion from Nova Scotia for assistance to the provincial exhibition?

Mr. BURRELL. It is a little late in the day to make a special vote of that kind. Nova Scotia had a vote of \$50,000 for Dominion exhibition in 1906; and if we kept up that policy-as I hope we shall-the turn of Nova Scotia will come again before very long.

Mr. SINCLAIR. That is for the Dominion exhibition. But I referred to the need of Nova Scotia for assistance for an annual exhibition, the erection of buildings and other expenses in connection with the provincial exhibition.

Arts, Agriculture and Statistics-Census and statistics-towards establishment and maintenance of experimental branch stations, \$25,-000.

Mr. BURRELL. This was in connection with the farm on Vancouver Island. It had been expected that there would be enough money in the old vote, but unfortunately there was not. An arrangement was made to pay for the farm, so we had to put it in these supplementary estimates. This was arranged by the late government and I heartily concur in it. This is practically the place that was to be purchased by the late government. I have a letter works in order to get the people there. by the late government. I have a letter I believe that the Toronto exhibition is here from my predecessor, Mr. Fisher, saying that he expected to close up the matter when he came back; but he did not come back.

Department of Agriculture-To provide for one clerk in first division subdivision A, and the promotion of two clerks from first division, subdivision B to first division, subdivi-sion A, \$2,800.

Mr. MURPHY. Please explain this?

Mr. BURRELL. This \$2,800 is asked for in case we decide to divide the branch of the Veterinary Director General and the Live Stock Commissioner, on account of the work getting so heavy. Mr. Lynch is promoted into the next division, he has been chief clerk in the Patent Office. Mr. Shutt, is promoted from \$2,800 to \$4,000, he will be assistant director of the Experimental Farm.

Mr. SUTHERLAND: Are there any experimental farms being established in the province of Ontario?

Mr BURRELL. We have not been doing any experimental farm work there, for the reason that the Ontario government have been covering that field themselves. What may be done in future I cannot say, but we hope to go into that matter with the various provinces.

Mr. SUTHERLAND. It is another in-stance, I presume, of Ontario being com-pelled to do work of this nature themselves without assistance from the federal government, and at the same time assist in maintaining similar status in the other pro-vinces. I would like this government to consider the advisability of establishing an experimental station in northern Ontario, also one in western Ontario.

Mr. FOWLER. I would remind the hon. member (Mr. Sutherland) that we have no experimental farm in New Brunswick, carried on by the Dominion government, indeed no experimental station at all.

Royal Northwest Mounted Police-To pro-vide for gratuity and pension to Mrs. John Fitzgerald, the mother of the late Inspector Francis J. Fitzgerald, who lost his life on the Dawson Macpherson trail, February 1911, \$2,100.

Mr. BORDEN. This was mentioned in the House a few days ago. I obtained a report from the acting controller, which I submitted to the leader of the opposition, and he thought it was a reasonable amount. This includes a lump sum, and a yearly payment.

Champlain Monument, Ottawa, \$5,000.

Mr. MURPHY. Has this monument been put up under the direction of the government?

Mr. BORDEN. No, it is a monument planned, I think by a committee here. I | tot going to be paid also?

am informed by that committee, and I have some documents bearing on the matter, that they had an interview with the Prime Minister of the late government last spring, and he assured them that the grant would be made. The monument is to be erected here in Ottawa. It is partly by private subscription and partly by government grant. I forget the exact amount of the private subscription but it is a considerable sum.

Mr. SINCLAIR. Is it to be erected on parliament grounds?

I think it was intended Mr. BORDEN. to erect it on the Plaza if permission could be obtained.

Mr. MURPHY. The first mention I recollect of this movement was the statement in the newspapers that a site had been selected on Nepean Point just by whom or on whose authority nobody seems to know and the matter remained one of conjecture until this item appeared. The interview which my hon. friend speaks of may have taken place. But I wish to suggest to my right hon. friend, who has taken a great deal of interest in the beautification of Ottawa, that some supervision over the erection of these monuments and the selection of sites should be exercised.

Mr. BORDEN. The government has not made any arrangement about the site; that remains to be considered.

Grant towards expenses of Canadian Athle-c Team at the International Olympic games tic at Stockholm, Sweden in 1912, \$15,000.

Mr. MURPHY. That is a large item.

Mr. BORDEN. It is in accordance with the practice that has prevailed on some previous occasions. I think about 20 men go but I am not absolutely sure of the number.

Mr. MURPHY. Are they selected from different organizations throughout the country or from one city only?

Mr. BORDEN. They are representative athletes from different organizations, I understand.

To any counsel fees of J. M. McDougall, K.C. in the investigation into charges against Mr. Lanctot, M. P., \$1,185.

Mr. BORDEN . These fees have been taxed by the Department of Justice.

Mr. MURPHY. For whom did Mr. Mc-Dougall appear?

Mr. BORDEN. He appeared in the Lanctot inquiry for Mr. Blondin.

Mr. BELAND. Is counsel for Mr. Lanc-

Mr. BORDEN. I thought he had been paid.

Mr. BELAND. By this. parliament?

Mr. BORDEN. I am not sure of that.

Mr. DOHERTY. I think that Mr. Lanctot declared that he did not want to have his counsel paid. But, with regard to Mr. McDougall, I think I would be making no mistake in saying that it was practically the general consent of the members of the committee that it was right and proper that he should be paid. There was some difference about the form of the resolution and some difference upon the question, but I have no hesitation in saying that the view of the committee was that he should be paid. It was represented there that it would be for the House to determine whether he should be paid or not.

Mr. BELAND. If we provide for the payment of one counsel who was there representing Mr. Blondin, we ought to provide for the counsel representing Mr. Lanctot.

Mr. DOHERTY. Mr. Lanctot declared before the committee that he did not desire that provision should be made for the payment of his counsel.

Mr. BELAND. Even if he did so?

Mr DOHERTY. Surely the hon. gentleman would not suggest that we force payment upon somebody who does not desire it?

Mr. BELAND. Did the committee decide that Mr. McDougall should be paid and that Mr. Laflamme should not be paid?

Mr. DOHERTY. It was represented that it was not the proper function of the committee to bring the matter before the House but the view of the committee was that under the circumstances, and taking into consideration the special manner in which the investigation had been conducted and the great assistance that Mr. Mc-Dougall had been to the members of the committee, it was a proper thing that his 'costs should be paid.

Mr. CARVELL. What is the rate per day that Mr. McDougall is charging? I have forgotten the details. I know that there was some resolution attempted to be passed but it was voted down in the Public Accounts Committee. This, to my mind, is a very high handed piece of business. It is only open to us to express our feelings over this matter. If a member of this House chooses to make representations against another, which he is not compelled to do, and if he brings counsel here, he ought to pay his own counsel fees. Of course, if the government feel deter-Mr. BELAND. mined to vote this thing through they may do it and all we can do is to register our protest against it. It will be a splendid precedent for members on this side of the House to follow in the future. It is opening the door, it is an invitation and it is saying to any member: Go on, lay any charges you want to, employ such counsel as you wish, send in any account you like and it will be paid.

Mr. DOHERTY. We are not making a precedent. There is the precedent of the Tarte-McGreevey investigation in which counsel were paid under similar circumstances. As to the amount, the account which was originally sent in was somewhat larger than this but it has been taxed by the officers of the Department of Justice in accordance with the usual practice in such cases.

' Mr. BELAND. Was any opinion expressed by the committee regarding the payment of counsel?

Mr. LANCASTER. The opinion was unanimously expressed by the committeethat is a good many gentlemen expressed it and no one dissented from it—that both these counsel should be paid by the government. Mr. Lanctot strenuously protested that they should not do anything of the sort, that he had brought his counsel there and he objected to the committee having anything to do with it. Then some member of the committee drew attention to the fact that it would not be technically right for the committee to undertake to pay counsel at all, that they had no power to do that. but, as the Minister of Justice says, everybody in the committee was unanimous in the opinion that both these gentlemen should be paid by the country. Both Mr. McDougall and Mr. Laflamme served the best interests of the country in assisting the committee to get at the truth in the matter under investigation. There was no difference of opinion among any of us that both these men should be paid reasonably, but Mr. Lanctot protested that he did not want any payment to be made to his counsel.

Mr. CARVELL. It is a year ago that this took place and, therefore, I would not like to be too positive as to what did take place but my recollection certainly is not along the lines of that of the hon. member for Lincoln.

Mr. LANCASTER. Then you were not there at the beginning?

Mr. CARVELL. Yes, I was there and my memory is that the committee was against the payment of counsel, and I think my memory is just as good as that of the hon. gentleman. Mr. LANCASTER. It is no better than mine.

Mr. CARVELL. Between now and tomorrow we will look up the record of the committee and if we do I am satisfied we will not find any statement of facts such as my hon. friend has related. There was a motion made by my hon. friend from Jacques Cartier (Mr. Monk) that counsel on both sides should be paid, but instead of the committee being unanimous in favour of it the committee was almost unanimous against it. When the investigation was completed, a motion was made by Mr. Monk, I think, that Mr. McDougall was to be paid, but I believe that resolution was voted down.

Mr. LANCASTER. I have no doubt in my mind that the committee had the unanimous feeling that both these gentlemen should be paid, and my hon. friend (Mr. Carvell) said the committee had no power to order it.

Mr. BELAND. Mr. Lanctot submitted that both counsel should be paid by those who employed them, and he did not care to have his own counsel paid by the government, but it is only fair to argue that if the government pays one counsel it should pay the other.

Mr. DOHERTY. Does the hon. member say that we should force the payment upon a man who repudiated absolutely any desire to have his counsel paid.

Mr. BELAND. It is not Mr. Lanctot but Mr. Laflamme who would receive this money, and if Mr. Laflamme refuses the government may keep it.

To provide for payment in satisfaction of claim of Charlotte Wiley, \$10,000.

Mr. BORDEN. This is in connection with the claim of an infant who owned some property in the Yukon. The father died, there was an official administrator, no guardian was appointed for the infant, and the property was placed under mortgage by some arrangement between the widow and the public administrator; changes were made in the office of public administrator of that time, and in one way or another the interests of the child were overlooked. The property was disposed of under the mort-gage and eventually turned out to be very valuable and a very large claim was made against the government. The matter has been before the government for a good while and we eventually came to the conclusion that the widow's claim could not be recognized, but we did think that inasmuch as the infant had not been represented in the Yukon and that no guardian had been appointed, and as there was evidence to show the property had realized a very large sum, it was only just to make this allowance.

Mr MURPHY. Did the Department of Justice pass upon the claim?

Mr. BORDEN. There have been various investigations and various reports made in regard to it.

Inland Revenue to provide for private secretary, \$2,125.

Mr. BELAND. Has the minister dismissed any of his inspectors?

Mr. NANTEL. I am not aware that I have dismissed any.

. Mr. BELAND. Is this private secretary a new appointment?

Mr. NANTEL. Yes.

Mr. GRAHAM. Will he get the \$600 in addition to this?

Mr. NANTEL. No, this is his full salary.

Mr. GRAHAM. There is \$600 allowance for a private secretary in addition to the salary.

Mr. NANTEL. It is included in that amount for my secretary.

Mr. MURPHY. Is there an additional amount of \$600 as private secretary, the same as in other departments?

Mr. BORDEN. I think that is correct.

Mr. MURPHY. Who is the private secretary?

Mr. NANTEL. Mr. C. C. Laflamme.

Mr. MURPHY. Is he an old officer or did the minister appoint him?

Mr. NANTEL. He is a new one.

Investigation of Ore deposit - further amount required, \$9,200.

Mr. NANTEL. This is for an investigation in the Yukon.

Mr. BUREAU. Is there a special staff of men engaged for that?

Mr. THOMPSON. (Yukon) The late government purchased two diamond drills and sent them to the Yukon for the examination of ore deposits. These drills have never been unpacked, and placed in operation. There are very large copper deposits in the southern part of the Yukon territory, where one of these drills is at the present time, and the amount mentioned in this item is for the operation of that drill, in investigating the depth and value of those deposits with the hope of developing a copper industry there.

Mines Branch-printing of reports and translation of reports into French-further amount required, \$15,000.

Mr. BUREAU. What is this amount based on?

Mr. NANTEL. The reports have not been translated since 1906, and I have rereceived demands from several members and senators to have translations made, and this is for that purpose.

Mr. BUREAU. Is the translation going to be made by a regular staff in the department, or given to translators outside?

Mr. NANTEL. By Mr. Sauvalle and the regular staff of the department. We will probably appoint an assistant translator to Mr. Sauvalle.

Investigation of metallurgical problems of economic importance—further amount required, \$3,300.

Mr. GRAHAM. Is it true, as reported in the press, that a private company is taking over the peat proposition where an investigation has been carried on by the government for some years, and is going to manufacture?

Mr. NANTEL. It is not true.

Some resolutions reported.

Mr. BORDEN moved the adjournment of the House.

Mr. GRAHAM. What business will be taken up to-morrow?

Mr. BORDEN. There is nothing on the Order Paper, as I understand it, except the Bill of the Minister of Trade and Commerce with regard to inspection and sale. I really could not say whether he is going on with that to-morrow or not. There will be the third readings of course.

Mr. GRAHAM. I am not sure but there may be an amendment, without discussion, on the motion for the third reading of the Bill granting subsidies to the Canadian Northern Pacific Company. What Supply will be taken up?

Mr. BORDEN. We will take up the estimates of the Department of Justice.

Mr. MURPHY. And what next?

Mr. BORDEN. Really I do not remember at the moment what else there is.

Mr. BUREAU. There are the estimates of the Post Office Department.

Mr. BORDEN. Yes there are those estimates, but I could not say whether we will take them up next or not. I think we will probably take first the estimates of the Department of Justice; and then the estimates of the Secretary of State.

Motion agreed to, and the House adjourned at 2.08 o'clock a.m., Friday. Mr. BUREAU.

## HOUSE OF COMMONS.

FRIDAY, March 29, 1912.

The SPEAKER took the Chair at Eleven o'clock.

PUBLIC ACCOUNTS COMMITTEE RE-PORT.

Mr. MIDDLEBRO moved that the fourth report of the Select Standing Committee on Public Accounts be concurred in.

Sir WILFRID LAURIER. What is this report?

Mr. MIDDLEBRO. It calls for the printing of four or five statutory declarations proving personal service of summons on R. C. Miller by registered letter.

Sir WILFRID LAURIER. It might stand until to-morrow.

Motion allowed to stand.

INCORPORATION OF RAILWAYS.

Mr. MACLEAN (Halifax) moved for leave to introduce Bill (No. 191) to provide for the incorporation of railway companies. He said: I am not very well instructed in the matter. I understand the purpose of the Bill is to bestow on the railway commission the power to grant charters for the incorporation of railway companies instead of these charters being granted by parliament according to present practice. I suppose it is hardly possible that the Bill will proceed beyond the first reading this session.

Motion agreed to and Bill read the first time.

### INQUIRIES FOR RETURNS.

On the orders of the day being called.

Mr. TOBIN. When may I expect returns relating to the building of the post office at Weedon in the county of Wolfe, and the building of a wharf at Garthby in the same county? They were moved for on the 11th inst.

Mr. MONK. I hope to be able to place that report on the table of the House before prorogation.

Mr. BELAND. When may I expect a return ordered about two weeks ago concerning reports and engineers' reports on the dry dock at Levis?

Mr. MONK. That report is now being completed.

Mr. LEMIEUX. It is very important that it should be brought down before the close of next session.

Mr. OLIVER. I wish to remind the Min-ister of Trade and Commerce of the inquiry I made on a previous occasion as to the capacity for accepting grain at Minneapolis, whether by storage or by con-sumption or by transference. I would be glad to get the information during the dav.

# QUEBEC DRY DOCK.

Mr. LEMIEUX. I beg to draw the attention of the Minister of Public Works to an item which appears in the press to the effect that a syndicate has been promised a subsidy towards the construction of a dock at Quebec, and that a deputation was here yesterday in connection with the matter. Has any such syndicate been before him, and has any such subsidy been promised?

Mr. MONK. I have no knowledge what-ever of such a syndicate or its formation, and there is absolutely no foundation for the rumour that any such promise has been made on behalf of this government.

## AMENDMENTS TO SENATE BILLS.

Mr. EMMERSON. I wish some information from the Minister of Railways with respect to two Senate Bills that were passed by the Railway Committee of this House with certain amendments. These Bills contained certain features which were entirely opposed to the policy of the Railway Committee, and these clauses were struck out. They related to the acquisition of easements by railway companies. It is now stated that when the Bills came before this House the de-cision of the committee was reversed and the Bills were sent back to the Senate with the concurrence of this House as to those clauses. If this was done it must have been through some mistake on the part of the chairman of the committee, because there was no discussion here and no motion, and the report of the Railway Committee was adopted by this House recommending that this clause be struck out.

## Mr. BORDEN. What were the Bills?

Mr. EMMERSON. I cannot give 'the names, there were two of them. The The chairman of the Railway Committee (Mr. Lennox) and the acting chairman (Mr. Bradbury) are familiar with them.

Mr. BORDEN. It seems to me that on a question of fact as to what was done. one of the very first necessities would be to learn the names of the Bills. There are 195 Bills before parliament and if we do not know the names of the particular Bills

Possibly the chairman of the committee might know something about it.

Mr. LENNOX. I regret to say that I was not listening to my hon. friend at the moment he was speaking, and I did not know he was speaking about a matter I was concerned in. I do not know to what Bill he refers.

Mr. BRADBURY. In the absence of the chairman of the committee, I happened to be present that day. There were two Bills, I do not remember the names of them. A number of amendments by the Senate were struck out by order of the committee, and a report of the committee was brought in to that effect. I do not know what has happened to the Bill since. I did hear that the amendment had been passed by this House, and the Bill was sent back to the committee in the same shape it had been received from the Senate. But the committee certainly struck out those amendments.

Mr. LENNOX. Having heard what my hon. friend from Selkirk (Mr. Bradbury) has just said, I now recollect the matter to which he refers. In the case of a Canadian Pacific railway Bill we allowed the expropriation of easements, a thing we had not been in the habit of doing. It was announced by the Minister of Railways at that time that he proposed during recess to propose several amendments to the Railway Act, and among them an amendment upon that line. Subsequently, some Bills went to the Senate without those provisions in them, and the Senate was of opinion that those provisions ought to be incorporated in those Bills. They came to this House and were passed with those provisions, I believe, incorporated, at least, they came into the House with the understanding that probably those provisions would be adopted by this House. If these are the Bills, they went to the committee at that time when I was not present, and my hon. friend from Selkirk has probably referred to the same matter. He says those amendments were struck out in committee of this House; I was not present at the time. But we adopted the principle in connection with the Canadian Pacific Railway Bill that those amendments were proper, and that we should give the railway company a right to expropriate easements as well as to expropriate the land itself.

# INQUIRIES FOR RETURNS.

Mr. MONK. I wish to say with regard to the report asked for by the hon. member for Beauce (Mr. Beland) that we to which my hon, friend alluded it will expect the papers will be completed at the be difficult to obtain any information. beginning of next week. The same remark applies to the report moved for by the hon. member for Richmond and Wolfe (Mr. Tobin) concerning the Gaspé wharf.

## OTTAWA AND LAKE McGREGOR RAILWAY.

Mr. BARKER moved for leave to introduce Bill (No. 192) to incorporate the Ottawa and Lake McGregor Railway Company. He said: This Bill is not on the orders. It went to the committee because some of the clauses were struck out, as it is claimed by mistake. The clerk scored a sub-clause of which notice had been properly given and that clause has not been reinstated by the Senate.

Motion agreed to, and Bill read the first time.

## CANADIAN NORTHERN PACIFIC RAILWAY.

Mr. BORDEN moved the third reading Bill (No. 187) to grant subsidv to the Canadian Northern Railway Company in aid of the construction of the railway herein mentioned.

Mr. GRAHAM. As we discussed this Bill at length yesterday, I do not propose to discuss it now nor the amendment which I wish to submit. I move the following amendment

That the Bill be not now read a third time, but that the Order be discharged and the Bill referred back to the Committee of the Whole House with instructions to amend by adding the following section:

The granting of such subsidies and the receipt thereof by the said committee shall be subject to the conditions that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting the said railway so subsidized, reasonable and proper facilities in exercising such running powers fair and reasonable traffic arrangements with connecting companies, and equal mileage rates besaid Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by the company hereby subsidized: provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Mr. BORDEN. My hon. friend has not discussed this amendment for the reason that it was discussed very fully yesterday. I shall imitate his example and desire to be understood as repeating the arguments that were used on this side of the House yesterday in opposition to the same motion.

Amendment (Mr. Graham) lost on division.

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Mr. MONK.

Motion agreed to, Bill read the third time and passed.

### ST. JOHN AND QUEBEC RAILWAY BRIDGES.

Mr. BORDEN moved third reading of Bill (No. 188) to aid the construction of certain bridges on the railway of the Saint John and Quebec Railway Company, and to confirm an agreement between the company and the governments of Canada and New Brunswick.—Mr. Cochrane.

Mr. CARVELL. For the reason stated by myself and by the members for St. John (Mr. Pugsley) and Victoria (Mr. Michaud) yesterday, I feel that this Bill should not be allowed to pass as it stands, and I therefore beg to move:

That the Bill be not now read a third time, but that the order be discharged and the Bill referred back to the Committee of the Whole House with instructions to amend section 2 by adding 'Of the bonds of the bridge company to be guaranteed hereunder, bonds to the amount of at least \$200,000 shall be specially reserved under the direction and control of the Minister of Railways and Canals, for securing the construction of the bridge across the St. John river at or near Andover.'

Mr. HAZEN. The amendment now moved by my hon. friend is similar in substance and, I think, almost exactly similar in language to the amendment that was moved in committee yesterday when this matter was under discussion by the hon. member for Victoria (Mr. Michaud). The matter was fully discussed in committee yesterday. I am still of opinion that it would not be in the interest of the road or undertaking that this amendment should be allowed to pass and for the reasons advanced in the House yesterday I must oppose it.

Amendment (Mr. Carvell) negatived on division.

Motion agreed to, Bill read the third time and passed.

# SUPPLY-FAST ATLANTIC SERVICE.

Mr. BORDEN moved that the House go into Committee of Supply.

Mr. A. K. MACLEAN (Halifax). Mr. Speaker, before you leave the chair, I desire to refer briefly to the question of the establishment of a fast Atlantic steamship service, and particularly the claims of Halifax to be the Canadian terminus of such a service. I desire to abstain from any controversial matter, and wish to direct my remarks to the necessity of the establishment at the earliest possible date of such a transatlantic service and the claims of the port of Halifax to such a service when once established.

For a long number of years the matter of rapid and improved steamship communication between Canada and Great Britain has been one which has enjoyed the favour of both political parties, and one respecting which all governments have work-ed in the direction of improvement and development. While perhaps the existing services do not meet the demands of the country or the hopes and ambitions of many of its citizens, still it is only fair to say that there has been a gradual improvement in our transatlantic service. There has been also a gradual development of popular opinion in respect to this matter which must soon culminate in the founda-tion of a Canadian Fast Atlantic Steamship Service, equal to any in the world.

Great Britain, Canada, New Zealand, and Australia, by a resolution passed at an Imperial Conference held some years ago, have committed themselves to the principle of fast steamship service between the British Dominions and Great Britain. It is perhaps not surprising that this idea has not yet been consummated. It was better that time and experience should unfold all the attendant difficulties of such an important service, so that when the actual service came, it would be removed as far as possible from the mistakes made under momentary impulse. It is, therefore, I say, not altogether regrettable that abundant time has been taken to develop popular opinion. It is better that the service, when ultimately established, be as far as possible free from grave mistakes. This is important, particularly, because it has always been the conception of those interested in such a service, that so far as that portion of it between Canada and Great Britain was concerned, it should be equal to any fast transatlantic service in the world.

I do not propose discussing the suggestion made at the Imperial Conference some years ago looking towards the establish-ment of an All Red Route steamship service so called. I desire to confine my remarks absolutely to that portion of the scheme which relates to the service between Canada and Great Britain. I feel that we have about reached the stage when Canada, re-gardless of what other colonies may do, must take immediate steps to inaugurate a fast Atlantic service, which will be equal to any in the world. The completion of the contemplated All Red Route service is one which will doubtless be accomplished in the future, but necessarily it will be accompanied by many vexatious delays of one kind or another, but there is no rea-son why there should be a postponement of the accomplishment of that portion of this project between Great Britain and Canada.

For the want of a fast Auantic service of

Great Britain a great portion of the traffic which would be obtained if such a service was established, now finds an outlet through American ports. Therefore, I ask have we not reached the stage when we should establish a fast Atlantic service equal to that from any American port, which in all respects would meet the demand of our exporting and importing in-terests, as well as the travelling public.

Our geographical position brings us nearer Europe on the east and Asia and the Orient on the west than the United States, making Canada the shortest route between Europe and Canada, and between Europe and Asia, and the Orient. With a proper service this route would become the great one for travel between Europe and Asia as well as for high-class and perishable freight. A considerable portion of our exports to Europe are the same as those of the United States, and perishable products particularly having a shorter voyage by a Canadian route would give our exporters an advantage over American ports. The future development in population and wealth will insure the rapid increase of possible business for a fast Atlantic service.

A comparison of the respective routes between Great Britain and New York, as compared to that between Great Britain and Halifax will show that the latter suffers nothing in the comparison. Distances are favourable to a Canadian route. Scien-tific observation has also shown the percentage of fog on the Canadian route to be very considerably less than that of the New York route. On the latter route the maximum percentage of fog on the whole voyage is 16 per cent, while on the Canadian it is 11 per cent. During the ice months, experience indicates that the difficulties attendant upon the Canadian route in this respect offers no serious obstacle. I do not propose asking, however, the attention of the House further on the matter of the chief features of the two respective routes.

From the press I have recently gathered that some Canadian shipping and railway interests are desirous of participating in the establishment of a transatlantic service, and with this in mind have approached the government. I have no doubt that in the very near future the government will be obliged to take into consideration this very important matter. I have not asked for the production of any correspondence between such parties and the Department of Trade and Commerce, because the minister of that department was good enough to intimate to me personally that there was no correspondence of any important nature up to the present, and I therefore, did not desire to increase the dethe required frequency between Canada and partmental work in placing on the table

such as there was, at this late date. I also observed in the press very recently that a memorial was presented to the government by the Quebec Board of Trade upon this subject urging, I presume the claims of that port.

Believing that very shortly the government will be called upon to determine upon a fast Atlantic steamship service, and further to determine the Canadian port or ports of call and departure in connection therewith, I desire to present to the House, and, therefore, to the government, my views as to the claims of the port of Halifax for such a service. While it happens that the port of Halifax is in a constituency of which I have the honour of being one of the representatives, yet I hope the House will believe me when I say that the opinion which I shall offer to the House is not based upon the political accident of my representation of Halifax county, but rather upon more substantial grounds, and they are that the qualifications of the port of Halifax are incomparable on the Atlantic coast as an all year around port for a fast ocean service.

I do not propose saying anything derogatory to ports like St. John and Quebec, which I assume are the only other two Canadian ports which could possibly be said to be suitable ports for the ocean service, which I am discussing. I do not think this is necessary. The selection of a port should be made upon fitness and upon broad and national grounds, and in no section of Canada should there be found any desire but to secure that port which from all view points would meet fully and

effectively the demands for such a service. In the first place let me say that I believe Halifax, for many reasons, is the proper all year around port for a fast Atlantic service. It is the natural and legitimate ambition of the people of the province of Nova Scotia to secure this honour and distinction, first upon the undeniable merits of the port of Halifax and second, by reason of the fact that the natural causes which have prevented its commercial and industrial development in the past are the causes which mark it as the most suitable fast Atlantic service port. I feel that all other sections of the country should be glad, that in one particular at least, the country at large may render a service to one of the provinces of the con-federation which has not enjoyed the development which has come to other provinces, and which can be done to some extent by making Halifax the port for a fast national transatlantic service. It may be of interest for me to

mention the fact that Halifax many years transatlantic services which at that time on ships in such a service would be so at-

Mr. MACLEAN (Halifax).

existed. It was at Halifax that Samuel Cunard, who later became the founder of the Cunard line now running between Great Britain and American ports, first engaged in the steamship business. Other important lines, small in their proportions at the time, made Halifax their Atlantic port. It is the natural ambition, therefore, for the citizens of Halifax, and the people of Nova Scotia generally, to look for a restoration of marine supremacy to that port.

Halifax is by far, I submit, the best Atlantic port on this continent, and the most suitable in every way, or at least in most ways, for the Atlantic terminal of the most rapid and best ocean service crossinf the Atlantic. It is a harbour offering a splendid entrance, safe and unlimited anchorage, a constant and sufficient depth of water with a negligible fall and rise of tide, without any bars or physical im-pediments which prevent the access or departure in and out of the harbour at all times of the year and day. and is always free from ice. So far as the physical qualities of the harbour is concerned, I feel that I may safely postulate the statement that it is without a peer on the Atlantic coast of America. I feel I can make that statement without fearing successful contradiction.

Halifax is the natural eastern terminus of Canada's three great transcontinental railways, particularly in reference to the class of business which would be obtained by a fast Atlantic service. It is true these railways do not actually reach Halifax, but under one arrangement or an-other it is easily possible, and a matter which should ultimately be brought about. These transcontinental railway lines, running from the Atlantic to the Pacific, with an efficient transatlantic steamship service would create an immense new trade between Europe and Asia and the Orient. To properly develop this trade, it will be necessary to take advan-tage of the port of Halifax. The possible and probable increase in new trade be-tween Europe and Australia, the Orient, Western Canada and the Western States, and which can be directed towards Canadian ports, should afford ample business for all our Atlantic ports and make some of them as important as American ports.

It may be said that sufficient freight cannot be obtained at the port of Hali-fax to ensure the success of a fast Atlantic service line. In the first place, let me say that only a limited freight is required, as passengers, mails, foodstuffs, coal, etc., would consume a very considerable portion of the available space. It is the opinion of competent steamship men in ago was the port selected for many of the Canada that any available space for freight

tractive that they would readily procure all the traffic they could care for. Further, the short sea voyage would attract to this route the highest paying class of export freight, and particularly that of a perishable character. Again, there would be a saving in interest and marine insurance, because one boat on the Halifax At-lantic route could do that of two on the New York route. It has been said by a gentleman, who is regarded as an expert in the steamship business of Canada, that the cost of operating a fast service between Halifax and Liverpool would be one-half of any competing line between New York and Liverpool. The short ocean voyage of four days, with two and possibly three transcontinental lines converging towards Halifax should obtain in the way of passengers and freight traffic sufficient of the highest class to easily permit of two sailings a week of steamships of twenty-five knots. It has been further remarked by steamship 'men that, if our railways could run their passenger trains alongside the steamers at Halifax, so permitting the passengers to embark directly, it would add immensely to the popularity of the line, and the savings it would effect on the cost to travellers would be considerable. In this respect, the port of New York is considered expensive, because passengers are detained there more than a day previous to sailing and after arrival.

In addition to this, there would be a saving of interest on capital invested in steamers, and also in the purchase of coal and everything that enters into the disbursement accounts of a steamship line. If, in addition thereto, Halifax were made a free port as it should pilotage, harbour and light dues, would be abolished, it would lessen very much the cost of operation and I think experience would eventually show Halifax to be the cheapest transatlantic steamship port on the Atlantic.

Mr. RHODES. Has the hon, gentleman any figures showing the difference in insurance rates between New York and Halifax?

Mr. MACLEAN (Halifax). I am sorry to say I have not. Other Canadian ports very naturally have their friends. There is a prevalent opinion in Canada, among experienced men, that the port of Halifax is on the whole the most desirable Atlantic port. We have the advantage of opinion from persons, who might naturally be predisposed towards other ports and I wish to place on record the opinion expressed by some of them in the past. Mr. Robert Reford of Montreal, a very

Mr. Robert Reford of Montreal, a very well-known man, and thoroughly conversant with shipping matters, a few years 206

ago said of the port of Halifax the following:

Inaugurate a mail and passenger service between Canada and Great Britain, not only as good as that between New York and Great Britain, but much better, as I think God and nature have given her the means of doing by giving her in the port of Halifax a port far superior to New York or any other United States port, seven hundred miles nearer Great Britain than New York, right on the ocean, and with one or two inexpensive improvements accessible day and night, winter and summer, at all times of the tide and in all weathers, with, I believe, absolute safety, and without any delay.

sive improvements accessible day and night, winter and summer, at all times of the tide and in all weathers, with, I believe, absolute safety, and without any delay. You may wonder at my strong advocacy of Halifax as the all-year round port for Canada's mail service and it may be well to tell you that I do so from a strictly Canadian standpoint; all my Canadian interests are here in Montreal and I have none in Halifax; I have no axe to grind in forwarding this great work. It is Canadian. Some few years ago one Mr. Monk was

Some tew years ago one Mr. Monk was recommended to the Halifax Board of Trade by the New York Chamber of Commerce to report on the needs of the port of Halifax and that gentleman, in his report to the Halifax Board of Trade wrote as follows:

The harbour of Halifax from its geographical position, deep water, absence of strong tide and freedom from ice, is capable of a development which will provide a safe anchorage and ample wharf facilities for the largest passenger and freight ships. Its channels of approach have more than the necessary depth and are unexcelled. The upper part, or Bedford Basin section, affords the same natural advantages as the lower section and the commerce that would be handled and cared for through the proper dock system would be of great proportions, equal in my judgment to that of our greatest ports. . As the rise of tide in Halifax harbour is only four to five feet and the current very moderate, the docking of ships would be a matter attended with no difficulty. We find the problem that the cities of Halifax and Dartmouth have before them is not so much one of building a harbour, as of developing a harbour ready made.

In 1907, Lord Strathcona, in an interview upon this very subject said:

My opinion is that it would be useless to consider any place this side of Halifax for an all year round Atlantic port.

This is a very strong opinion indeed, which I am very glad to be able to give to the House, coming as is does from another gentleman like Mr. Reford, whose interests on this side of the water are largely centred in Montreal and who at least has no great interests in the port of Halifax beyond the common interest which any Canadian has. I next desire to read an opinion given by Sir Sanford Fleming in 1896, respecting Halifax as a port for steamship business, and the reasons he

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gave then I say obtain to-day with the same force and effect, as when made by him. That portion of Sir Sanford Fleming's statement, which I desire to read is as follows:

There are many advantages to be derived by the selection of Halifax, Nova Scotia, as the Dominion terminus of a line of steamers to arrive and depart at regular intervals throughout the year, summer and winter. Halifax is in direct connection with the coal fields of Nova Scotia. The British and Canadian governments have invited tenders for a line of first-class steamers of the Teutonic type on the condition that they run once a week from Halifax in winter and from Quebec in summer. I respectfully submit the view that in my humble judgment inconvenience will result from the enforced change of destination every half year and that it will be more advantageous in many respects, in place of establishing a weekly line from Halifax route a fortnightly line to run continuously throughout the year, and as now proposed, to place in operation a weekly line of fast steamers from Quebec during the summer. This arrangement would extend to Quebec the same accommodation for passengers and mails as now contemplated, i.e., it would give a weekly line during the open navigation of the St. Lawrence and it would remove the inconvenience of suspending all direct communication between Halifax and Great Britain during half the year. There would in the aggregate, be an equal number of passages in each year to and from Halifax, but they would be extended over twelve instead of six months . . . It is my belief that, if the line were well established traffic would at an early date be demanded and before many years a weekly line from the Atlantic terminus would be required in addition to the weekly line from Quebec during the open season.

Mr. LANCASTER. What is the date of that statement?

Mr. MACLEAN (Halifax). The quotation, which I have given, is from an address delivered by Sir Sanford Fleming before the Colonial Institute in London in 1896. It will be seen that Sir Sanford Fleming was opposed to the idea of winter and summer ports for a fast service.

I wish now to give some comparative statements as to the possibilities of saving time in travel from England to Canadian points via Halifax as compared with New York ports. I am assuming in the tables which I am about to give, that the fast Atlantic service will be capable of 24 knots, that is a 25 knot service. I am also further assuming that trains can run from Halifax to Montreal via the Intercolonial railway in 18 hours which I think can readily be done with stoppages only at divisional points on the railway. In the course of a short time, on the completion of the

Mr. MACLEAN (Halifax).

Transcontinental railway through New Brunswick, a further saving of time may be made by this line, which will have some advantages over the Intercolonial railway in gradients and curvatures which make for safety and speed.

Mr. McCURDY. Is the statement correct that there are several pusher grades on the Transcontinental line between Moncton and Levis?

Mr. MACLEAN (Halifax). I would not undertake to answer the hon. gentleman, feeling that I was correct, but I understand there is just one pusher grade on the Transcontinental road in the province of New Brunswick. It is not a very heavy grade, and I do not think it would militate whatever against fast passenger trains. If it offers any impediment whatever it would be as against freight traffic, and being a pusher grade an extra engine will always be available at that point, and there would be no obstacle as a matter of fact to overcome.

As I said before, I wish to give a comparative time table from Liverpool, England to three Canadian points via New York and Halifax respectively, and the Canadian points I select are Winnipeg, Montreal and Toronto. I may further say that I am using very largely the statement which appeared in a pamphlet issued by the Halifax 'Chronicle' some years ago. The only change I make in that table is in increasing the time of the railway journey from Halifax to Montreal, Toronto, and Winnipeg, making it two hours longer in each case in order that I may be on the safe side. The table is as follows:

Comparative time table, via New York and via Halifax, to Winnipeg:-

	Days.	Hours.
'Lusitania' from Rock Light, Liverpool to dock at New York		
(3,100 miles)	5	14
New York to Winnipeg via Chi-		•
cago (1,813)	1	16
	7	6
Liverpool to Halifax (2,450 miles)		
by proposed fast line boats Halifax to Winnipeg, via G. T.	4	0
Pacific (1,990 miles)		0
	6	0
An advantage in favour of Ha	lifax o	of 1 day

and 6 hours. Another comparison might be made between Liverpool and Montreal and Halifax via the same ports and routes:--

-	Liverpool		trea	1 v		x. Hours.
Liver	pool to H	alifax			 4	0
	ax to Mo					18
					4	18

Liverpool to Montreal via New York.
Days. Heurs.
Liverpool to New York 5 14
Now Verb to Mentanal
New York to Montreal 0 13
6 3
Difference in favour of Halifax, 1 day and
11 hours.
Comparison between Liverpool and Toronto
via Halifax and New York :
Liverpool to Toronto (via Halifax).
Davs Hours.
Timenal 4 TT 1'C
Halifard Malifax 4 0
Halifax to Toronto 1 4
5 4
Liverpool to Toronto (via New York).
Davs. Hours
Liverneel to New York
Liverpool to New York 5 14
New York to Toronto 0 12
6 2
The function of Human, 1 day.
Difference in favour of Halifax, 1 day.

Therefore, I say, that with the establishment of a fast Atlantic service, and when a selection is made of the port of Halifax, passengers and mail may reach their desti-nation in Canada from Europe via that route more quickly and expeditiously than by any other route.

This question, of course, involves the improvement of railway terminals at Hali-fax, and the entrance possibly of other transcontinental lines into the port of Halifax over their own rails or over the Intercolonial. Personally, I never could quite understand the objections which have been very generally urged against the extension of the Transcontinental line into the city of Halifax, but I do not wish to provoke any discussion on this matter now. As was suggested a few days ago by the member for South Renfrew, the Intercolonial railway should proceed as rapidly as possible toward the double tracking of this road, and the eliminations of the most difficult grades and curvatures. There is on the Intercolonial railway in the province of Nova Scotia, between Amherst and Truro, an exceedingly heavy grade in cross-ing the Folly mountains. It has been fre-quently suggested that instead of double tracking the Intercolonial railway at this point there should be made a detour of the road practically from Amherst to Truro, south of the Folly mountains, which would serve as new territory as well as improve the physical condition of the road. The project of a fast Atlantic service which made Halifax its port would involve the expenditure of several millions of dollars for the improvement of terminals there, but it would contribute greatly to the success of the service, and the whole project would contribute very much to the business of the Intercolonial railway. I do not propose engaging in a discussion at this late date of the session as to what should right hon. friend (Sir Wilfrid Laurier) who

be the necessary improvements at the port of Halifax in consequence of the establishment of such a steamship service. I realize this is a matter for very careful con-sideration on the part of the government and on the part of the House. The establishment of a fast Atlantic steamship service naturally will require time for consummation, which will afford some opportunity for consideration of the necessary railway and terminal facilities and additions that are necessary, but not much time should be lost.

I urge, however, in the strongest man-ner possible upon the government the claims of Halifax for the fast Atlantic steamship service when once decided it is to be established, as I hope it soon will be. I urge further that it be made the all year round port. A fast ocean service will be a tremendous advertisement for Canada. It will be the quickest, and should be equal to the best ocean service in existence in every respect. It will land in this country, instead of the United States, the best class of visitors and intending immigrants who will see this country first upon their arrival, and not a rival country. Halifax, of necessity, would be the winter port, which, after all, means a port for seven months of the year. I submit that it would not improve, but rather injure, a fast ocean service to have a seasonal division of perts, and I submit that no good reason can be given by any person to justify the division. I submit with all the emphasis possible that the government should take up as early as possible this matter, and in dcing so, I am sure they will have the cordial support of the opposition. I urge upon the government, in the event of their being obliged to make a decision as to a port before the re-assembling of parliament, the advantages of the port of Halifax, and I particularly wish to urge upon them the undesirability of the establishment of a winter and summer port. There should be but one port for this service, and that is the port of Halifax.

Mr. McCURDY. It is a significant fact, Mr. Speaker, and doubtless reveals the real minds of many members of the party opposite, that the financial critic-in-chief of the Liberal party, the hon. the junior member for Halifax (Mr. Maclean) chooses to make his first suggestion for a fast Atlantic steamship service to the government led by his right hon. colleague for Hali-fax the right hon. the Prime Minister. The hon. junior member for Halifax has had the honour of sitting in this House representing a Nova Scotia constituency for many years. He sat, I think, as a member of this House in two consecutive parliaments, during all of which years my

then led as he now leads his party, occupied the position of Prime Minister and directed the policy of the party who sat on the Treasury Benches. Did my hon. friend (Mr. Maclean) appeal to him to inaugurate such a service? 'Hansard' does not say so. We are justified, therefore, in assuming that the hon. member (Mr. Maclean) not only had not much faith in the Liberal ministry attempting to establish such a service, he had not even a hope that they would at-tempt to solve this question, not even a hope that would justify him in bringing the matter to the attention of his colleagues in power. But so soon as his friends have vacated the Treasury friends have vacated the Treasury Benches he concludes that better days have arrived.

Mr. MACLEAN (Halifax). As a representative for Halifax, my interests are in that constituency.

Mr. McCURDY. We are considering this question as a national one. I have also a great interest in the constituency which the hon. member represents, but I wish to sink sectional interests in discussing a national question. Now that the Conservative party have reached power, my hon. friend has confidence that some-thing will be accomplished, and he brings the matter to the attention of the government. He knows, as seafaring men admit, that the establishment of a fast Atlantic service is a commercial possibility; it is a feasible scheme, and a national necessity; it is demanded by the necessities of expanding travel, and he appeals with confidence to the Conservative government, that constructive party always ready to consider and meet the requirements of changing conditions.

In proposing a fast Atlantic service between Halifax and England, my hon. friend is getting back to first principles. The first boat to cross the Atlantic under steam was the 'Royal William' in 1833, the voyage from Pictou to the Isle of Wight occupying seventeen days. The first regular Atlantic steamship service was established by a prosperous Halifax merchant, Mr. Samuel Cunard, and this service has been enlarged and extended and forms the great Cunard Steamship Company of to-day. It seems all easy to us to-day, but the

public of that day required a good deal of persuasion before they would believe that Mr. Cunard's proposal, which was 'steamers properly built and manned, might start at their destination with the punctuality of railway trains on land' could become a reality.

Mr. McCURDY.

steamship owner in England tendered, and the government made a seven year contract with Cunard for the carriage of mails fortnightly, Liverpool-Halifax-Boston, the subsidy being £5,500 sterling per annum for three suitable boats to run fortnightly for eight months and monthly for the

balance of four months in the year. The first ship of this line, the 'Britannia, arrived in Halifax, July 17, 1840. When the contract expired in 1845, the feasibility of the service having been demonstrated by Cunard, there were as often happens in such a case other applicants for the subsidy, and it is interesting to note that in defending the Cunard contract, Mr. Goulburn, member of the British House of Commons stated that:

This establishment owed its origin entirely to the activity of the colonist of Nova Scotia, and he, for one, would be sorry to do any-thing against the zeal and activity of these colonists.

A reference to the debates of this House shows that in 1894 the present Minister of Trade and Commerce (Mr. Foster) then Minister of Finance, stated that 'we should have as good a service as our neighbours have.' Knowing that hon. gentleman's aptness in expressing concisely the general opinion, we can assume that that was the consensus of public opinion at that time. That was a consummation devoutly wished for, and we find that the administration of that day were making endeavours to secure for (Canada a fast Atlantic service, but unfortunately for this service the party of which the present Minister of Trade and Commerce was a leading figure, went out of power in 1896, and the result has been that fifteen years have gone by and nothing fast Atlantic-wise has been accomplished. But with my hon. friend from Halifax (Mr. Maclean) I feel that better days have come, and I have hopes that the fast Atlantic service will be taken up where it was laid down in 1896.

It is hardly necessary to labour the ques-tion as to the feasibility of such a service. The advisability of a service equal to the best was conceded by public opinion as long as fifteen years ago. Pressing in-ternal problems in connection with the development of our great western country have perhaps overshadowed some of the public questions regarded as urgent years ago, this service among the number; this same western development has in reality produced a condition which accentuates the necessity, and the increased traffic engendered by the growth of travel must surely make the inauguration of such a service a more certain commercial possibility.

At the present time there are twelve In 1838, the British government called transatlantic lines carrying passengers run-for a steam packet service to carry Her ning to Canada, not one of which owns a Majesty's mails on the Atlantic. Not a first-class boat in the present acceptance of the term. From New York there are fourteen transatlantic lines in operation of which no less than five operate boats of 22 knots or faster. I think no one will seriously contend that with the volume of traffic already established and in existence to-day, there is insufficient passenger express and mail business available to justify such a service, not to mention the reclaiming for the Canadian route of the 75 per cent of our passengers and mails which go via New York.

For an estimate of the probable earnings of such a service, I can give the opinions of many independent steamship men, but will content myself with recording the opinion of one, that of Mr. Robert Reford, who, it will be remembered, was chairman of the Royal (Commission on transportation appointed by the late government, and which reported to the Canadian government in December, 1905. Mr. Reford's estimate of earnings and expenses is as follows

earnings and expenses is as follows I quote from a letter of Mr. Reford's of March 4, 1907:

The gross earnings to be derived from a line operating a bi-weekly service with ships equal to the 'Lusitania' and 'Mauretania' would at the beginning likely be..£1,114,500 Operating expenses, including interest, depreciation, &c..... 1,020,400

Net profit....£ 94,100 with a possible increase in gross earnings when service is fully established and provided connection is made on the Pacific to £3,432,000.

Owing to the shorter distance, and the consequent fact that fewer vessels would be required to make the same number of trips, Mr. Reford estimates the expenses of the Canadian service at £1,020,400, as against the expenses of £1,601,000 for the New York service. So in the opinion of well informed steamship men the project is commercially feasible without any subsidy. If to the net earnings is added a substantial subsidy, it becomes increasingly attractive commercially.

But there is the very important consideration—our natural pride prompts us to wish that instead of being dependent on foreign bottoms to carry 75 per cent of our mails from foreign ports we should provide means whereby we shall be independent so far as this matter is concerned, and I submit that it is worth the expenditure of a considerable amount of cold cash in order that we should place ourselves in this position.

I shall not unduly labour the question. I shall not unduly labour the question discovered of the location of the Atlantic terminus of such a line. What I would say is this it should be the port which will be the most suitable and effective, that due and impartial investigation be made of the facilities offered at this end. Knowing conditions as I do, I am myself satisfied

that the port which offers these facilities par excellence is the port of Halifax. and full investigation is certain, in my opinion to establish that fact.

Mr. POWER. I have listened with pleasure to the remarks of the hon. member for Halifax (Mr. Maclean) with on this question, a question that has been discussed many times in this House. I rise for the purpose of mentioning the claims of Quebec in this connection, claims which are on record in this House, having been ably presented by our former repre-sentative, the late Hon. R. R. Dobell. At this late hour of the session, I shall not enter into commercial details. I desire to mention only one point that was brought forward by my hon. friend from Halifax, who said that the man who made the first successful steamship line between Canada and Great Britain was born in Halifax. But he must remember that the men who built the first steamer to cross the broad Atlantic were born in the city of Quebec, as chronicled on the tablet affixed to our walls at the entrance to the library of parliament. The hon. gentleman speaks of the splendid history of Halifax. But there, is one city in this Dominion where the history of Canada is written in the structure of the city itself, and that is the grand old 'city of Quebec. We have heard within the last few months of the flag of Britain waving over this country from one end to the other. But, Mr. Speaker, let it not be forgotten that, had there been no Quebec the flag over us to-day would have been the flag of another country. The day came in our history when all Canada was led in the fight in resistance of the invader by those who lined the walls in the old fortress of Quebec. And on that memorable 31st of December, 1775, the right of that grand old flag to wave over this land was maintained by the heroes of that fight. And to-day, when the immigrant coming from the old country is carried up the St. Lawrence to the gateway of Canada, he -sees floating over the city that grand old flag, the Union Jack, and feels that he is not coming to a land of strangers, but only to another portion of that world-wide empire in any corner of which every subject of His Majesty is at home.

Mr. PUGSLEY. I feel that I ought not to allow this discussion to close without informing my hon. friend from Halifax (Mr. Maclean) that there has been another port discovered in Canada—the port of St. John. With regard to the claims of the port of Halifax and its advantages, I do not wish to say anything of a disparaging nature. We all recognize that Halifax has a splendid harbour, one admirably adapted for the accommodation of the largest ocean steamers. But, in fnaugurating a

I think we have line, steamship to bear in mind not only the capacity of the harbour, but also its situation relative to the rest of Canada. My own judgment is that the port which is open all the year round and which is nearest to the important centres of the country, has many ad-vantages over the port which is a long way from those centres, which is reached by a long railway haul. In this respect, St. John has very great advantages over Halifax. My hon. friend from Queens and Shelburne (Mr. McCurdy) referred to the fact that a large number of Canadians in-'tending to make the voyage across the Atlantic go to the ports of the United States. That is true. But, in my opinion, they do so, not so much because the Canadian steamship lines are not first-class in char-acter or do not afford the reasonable accomodation that the traveller requires, but because the railway travel to the city of New York is so much less than to the port of Halifax, and considerably less also than to the port of St. John. This shows, I think, that that Canadian port which has the advantage so far as railway haul is concerned, other things being equal, presents advantages over the port that is fur-ther away. My hon. friend from Queens and Shelburne also said that, though we have twelve steamship lines running to Canadian ports, we have not a first-class service given by any of them. With this I desire to take issue in the strongest pos-sible manner. I say that the steamship lines in Canada are giving a service of which we have every reason to be proud. Many Americans take the steamers of the Canadian Pacific Railway, of the Canadian Northern Railway or the Allan line or the White Star line from Canadian ports, and those with whom I have discussed the service, speak in the very highest terms of the accommodation which is afforded. A very great advance has been made in recent years in that service. In 1896, it is true, the service was not what the people had a right to wish it to be. But since that time a great advance has been made. The White Star line has put on very excellent steamers; the Canadian Northern Railway has the same; the Allan line has greatly improved its service; and so has the Canadian Pacific established a magnificent service across the Atlantic. Therefore, I do not think we ought to approach the subject with any idea that our service is not a first-class service, or that great improvements have not been made in recent years. My hon. friend also expressed the opinion that the late government had done very little to improve the service. That is not In 1896, when the late government correct. came into power, the subsidy for the At-lantic service, I think, was only about \$125,000 a year. Last year the amount was

Mr. PUGSLEY.

\$600,000. And my hon. friend the Minister of Finance is asking for the same amount for the coming year. That shows that the Canadian government has acted very liberally in the matter of steamship service upon these lines. In addition to the \$600,-000 paid to the Allan line and the Canadian Pacific, quite large subventions were given. by my hon. friend the former Postmaster General (Mr. Lemieux) to the Canadian Northern and to the White Star Steamship Company. I do not wish to take up the time of the House, but what the people have a right to expect-the people of New Brunswick and the people of St. John, whom I have the honour to represent in this parliament—is that if a faster Atlantic 'service is established, there will be no selection of a Canadian port, that it will not go forth to the world that Halifax is the only port in Canada open all year round, but that the claims of the different ports will be considered, and that it will be left to the contractors which Canadian port they will use. We have asked on behalf of the port of St. John that that shall be done. I believe that the port of St. John should have a fair trial in connection with the mail service; we are quite willing it should take its chance with the port of Halifax; we are quite willing it should be left to the contractors for the improved service, if an improved service is estab-lished, to determine which of these ports they shall use for the mail service. We are quite content to allow the claim of St. John to be determined in that way. But I do, on behalf of the people of St. John, feel it my duty to enter my protest against any idea going forth, as an expression of opinion of this parliament, that there is no port in the maritime provinces except the port of Halifax, which is suitable to be the winter and summer Atlantic ter-minus of the improved mail service.

Mr. TREMAIN. This is a question of such deep concern to the province from whence I come that I cannot refrain in duty to my constituents, from saying a word or two. I am glad of this opportunity to express my opinion as to the improved mail service which we all hope to see established between Canada and Great Britain. Let me say at the outset that I

Let me say at the outset that I admire the persistency, and indeed the eloquence, with which the hon. member from St. John (Mr. Pugsley) asserts his claim on behalf of the port of that city, and particularly do I admire him as I fully appreciate the difficulties which he has to contend with in making out a case. It is not my purpose to enter into a discussion of the relative advantages possessed by the ports of Halifax and St. John, nor do I wish to say one word of disparagement against the latter port, but I may be pardoned for saying that everybody who has had an opportunity of examining the advantages presented by these two ports, and who understands the question, has proclaimed in favour of Halifax.

There is no question, Mr. Speaker, but that the port of Halifax is one of the finest natural harbours in the world, indeed, so much is this the case, that up to the present time it has not been found necessary by the federal government to incur any large expenditures to provide facilities for the accommodation of even the largest ships in Halifax harbour. On the other hand, millions of dollars are being spent and have been spent on the port of St. John so as to provide it with facilities for the accommodation of large transatlantic ships and with which facilities nature itself has endowed the port of Halifax. Now, as to the necessity for an improved transatlantic service, the first question that presents itself to those who seriously consider the matter, is: are the trade conditions at present existing between Canada and the motherland sufficient to warrant the establishment of this service between Halifax and Great Britain.

Canada has progressed with rapid strides in the past, and it is our hope and belief that Canada will progress with still more rapid strides in the future, and as even the volume of our present trade is not sufficiently accommodated by the existing steamship service, it becomes the duty of the government now, or at some not distant date, to provide adequate facilities for the transportation of the commerce we now have, and at the same time to have an eye to the greater requirements of that commerce in the near future. The late gov-ernment found it necessary, in view of existing trade conditions, to construct a transcontinental railway, and, like many of the other legacies handed down to us by the late government, we found that railway was only a half-baked project after all, because, instead of providing that the Nabecause, instead of providing that the Na-tional Transcontinental should have its terminus at an Atlantic port, they leave it with a dead-end in the city of Moncton, and they have consequently imposed upon this progressive and enterprising government now in power, the duty of finding for that railway an outlet on the Atlantic coast. Had the building of that road been undertaken by a business government, we to-day would have it running to a terminus on the seaboard, and I may be pardoned for saying that everything points in favour of Halifax being that terminus. There are two alternatives presented as an outlet for our western trade, and I need hardly say that it must go either to Halifax, which is one of the finest seaports in the world, or else to St. John. But, in order that that

Halifax, it will be necessary to provide further equipment and improvements on the Intercolonial railway, and one of the first things to be undertaken is either to build another line or else to double-track the Intercolonial railway in that section. And, although I am not in favour of the government going to any unnecessary expenditure in providing railways which are not absolutely necessary, yet when we take into consideration that the standard of the Grand Trunk Pacific will enable that road to carry freight almost as cheaply as it can be carried by water, we must expect that a large proportion of the trade will pass over that road, and as a corollary of that the Intercolonial railway must be so improved on that section as to enable the freight to be cheaply carried, through the province of Nova Scotia to the port of Ha-lifax. I am in hearty accord with the remarks of the hon. gentleman from Shel-burne-Queens (Mr. McCurdy), I am in fav-our of the establishment, at as early a date as possible, of a first-class transatlantic steamship service from the port of Halifax; not the establishment of a steamship service to that port for the winter months only, not the establishment of a steamship service which will touch at the port of Halifax and then proceed to another Atlantic port, but the establishment of a first-class trans-atlantic steamship service, whose fixed port all the year around shall be Halifax, which is one of the greatest harbours in the world.

Mr. SINCLAIR. Mr. Speaker, I agree with the most of what the hon. member for Hants (Mr. Tremain) has said. My hon. friend, however, has not been very long in the House, and perhaps has not been posting himself on the history of his own party when he criticises the late government for not having built the Transcontinental railway to Halifax. His policy to-day appears to be to parallel the Intercolonial railway from Moneton to Halifax. That question my hon, friend will have to settle with his leader, because if his leader had had his own way when the Transcontinental railway was projected, it would have stopped at North Bay in the province of Ontario, some two thousand miles west of Halifax.

Mr. BORDEN. The statement is absolutely without foundation.

Mr. SINCLAIR. Will my right hon. friend say what his policy was on that occasion?

Mr. BORDEN. My hon. friend will find it in 'Hansard.' I am not going to waste the time of the House by repeating it here when it can easily be found there.

or else to St. John. But, in order that that Mr. SINCLAIR. My right hon. friend trade may be shipped through the port of is very high and mighty in these matters;

but he has placed himself on record on that question, and we can prove from 'Hansard' the position he took, and there is no escaping from it at the present time.

Mr. BORDEN. I beg the hon. gentle-man's pardon. The statement that I advocated the stopping of the Transcontin-ental railway at North Bay is untrue.

Mr. SINCLAIR. Will my right hon. friend state where he did advocate the stopping of it?

Mr. BORDEN. I am not under crossexamination.

Mr. SINCLAIR. My right hon. friend is not able to tell the House at what point he wished the Transcontinental railway to stop. It certainly was not the port of Halifax, and it was not the port of Moncton. Now, what port was it? If my right hon. friend can tell the House what his policy was on that occasion, it would be very interesting to the House to know it. At all events, we know very well that many prominent men on his own side of the House did advocate the stopping of the National Transcontinental railway at North Bay and the utilization of the Intercolonial railway. That is what my hon. friend from Hants has condemned, and I think I am quite within my rights when I say that it is a matter that he must settle with his own leader. However, Sir, I rose for a moment not to discuss this matter, but to mention the claim of a port in my own constituency, the port of Country Harbour. I do not wish to let an important discussion of this kind pass without informing the House that there is a great port, a port which my right hon. friend did me the honour of visiting two years ago, and which he has placed himself on record by describing it as one of the finest ports in the world. I do not expect any immediate action to be taken with respect to the port of Country Harbour, in regard to a fast line steamship service, because the first necessary step is to wake up the Minister of Railways to give us a branch line of railway to that port. But I wish to say to the House that the port of Country Harbour is equal in every way to the port of Halifax, and it has this advantage over that port, that it is a hundred miles nearer to Europe. That would mean at least three hours saving to the fastest ship; so that when a ship would be steaming to Halifax, a fast train with the mails landed at Country Harbour could be at Moncton on its way to Montreal. Country Harbour has the additional advantage that a better route in so far as grades are concerned could be secured through that a better route in so far as grades are concerned could be secured through Nova Scotia to that port than the present route of the Intercolonial railway. The Market and the there and enterprise without its be-coming a matter of public interest.' 'Yes, but we understand that honourable Frank Oliver, Mr. Sinclair, M.P. for Guys-

Mr. SINCLAIR.

Intercolonial railway has to pass over the Cobequid Mountains. There are places near Dorchester, N.B., and crossing the Cobequids where the grades are about one and a-half per cent. and it would be very difficult except at vast expense to build a railway having the standard grade of the Transcontinental over that route. On the other hand, the route to Country Harbour would pass through a comparatively level country, through Oxford, through the coal fields of Pictou, and down the valley from Sunny Brae; and if the Minister of Railways would waken up and build that line, it would be a solution of this question and the best solution.

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. RHODES. This has been a session of hard work and late hours, and I realize, the anxiety of hon. gentlemen on both sides of the House for an early prorogation. Still, bearing that matter in mind, I propose to speak for a few moments about a subject which I deem of sufficient importance to claim the consideration of the House, and to be brought to the attention of the country at large. In the 'Evening Journal,' of Friday, March 22, there appeared the following article:

Courage passeth all bounds.

Liberals sending out literature for next election.

Ontario organizer is in charge of work. Thirty employees engaged in distribution and

operations are carried out with considerable secrecy—Offices in Ceneral Chambers.

Liberal campaign literature is being sent out from Ottawa to various Ontario points. From what 'The Journal' could gather to-day, Liberals are already preparing for the next elections and from offices at the Central Chambers, Sparks street, are sending out campaign literature.

This information was given 'The Journal' on good authority. It was stated that a Mr. McCarthy, understood to come from Ken-more, Ont., one of the organizers for Ontario, was in charge of the distribution campaign here.

Rooms Nos. 48 and 34 at the Central Cham-bers have been engaged, and thirty or more young women were busy there this morning wrapping up circulars—presumably campaign literature.

Mr. McCarthy was seen, but was decidedly non-committal.

'Are you not one of the Liberal organizers for Eastern Ontario?' asked 'The Journal.'

Mr. McCarthy smiled and replied: 'This is a private matter, and I do not see that there is need of anything for publication, 'What harm?'

'Surely a man can rent rooms here and en-

boro, and other prominent Liberals have been coming in and out here, and that head-quarters for sending out campaign matter have been established?' 'Well, I have nothing now.' 'What harm can there be making a state-ment? We are going to publish something about this and you may as well make sure of

about this and you may as well make sure of having it right. Then, these girls working must necessarily know something about it. They can read?

'They are working and will do as they are

told.' 'Then you are not going to make a state-

'Come around to-morrow afternoon, I may have something then, but there is nothing now. This is really a private enterprise.'

### Mr. TURRIFF. Is that serious?

Mr. RHODES. Just wait a moment. When I saw this article in the first in-stance it seemed to bear every impression of the fact that the Liberal party were going about business in earnest, and were starting at a very early date. I rather expected from the nature of the article that the evidence of work on the part of those who were engaged, as stated by the 'Journal,' would be first seen in the province of Ontario, but in that I was mistaken. Only the other day there turned up in the county of Chambly-Vercheres a pamphlet, a copy of which I hold in my hand. The pamphlet is written in French, but I have had prepared what I believe to be an exact translation, which is as follows:

#### Naval Act-Schools.

Has the Naval Service Act been repealed?-No.

For the last two years the people of the province of Quebec have been promised that if they elected twenty Conservative members, the Naval Act would be repealed at the very first session.

Some hon. MEMBERS. Hear, hear.

Mr. BUREAU. It is true every word of it.

Mr. RHODES (reading):

What are the facts?

On September 21 last twenty-seven Conservative members were elected in the province of Quebec.

Mr. BUREAU. That is true.

Mr. RHODES (reading):

On October 6 the Conservative government came into power.

The first session of the twelfth parliament opened on November 17, it closes at Easter. The Naval Service Act has not been re-

pealed.

Mr. WILSON (Laval). That is true also.

Mr. TURRIFF. Read it in French.

Mr. RHODES (reading):

These are the facts.

A motion was brought before the Senate for its repeal. Only the proposer and the seconder voted in favour of the motion and fifty-two senators voted against. All the Con-servatives senators voted against the repeal of the Act, including Senator Landry.

Mr. BUREAU. Absolutely true.

Mr. RHODES (reading):

No Bill was laid before the House of Com-

mons to repeal the Aot. A question regarding the matter brought from Prime Minister Borden the answer that the government would consult the British Admiralty and the result of such consultation would be the announcement of a new policy, and then only would the present Act be superseded. That means at the next session.

Mr. BUREAU. The next session or the next election?

Mr. RHODES (reading):

The Nationalists and Conservatives have breached their promises, and the people have been shamefully deceived.

Mr. BUREAU. Very true. You admit that of course?

Mr. RHODES (reading):

#### Schools.

All the Conservatives or Nationalist candidates, during the last campaign have blamed Sir Wilfrid Laurier and the Liberals upon their attitude regarding separate schools. According to them, should Mr. Borden and Mr. Monk be given the power, not only would

the latter repair the injustices committed by the late government, but moreover they would specially devote themselves to grant entire justice to the Catholic minority in Keewatin when that district would become annexed to Manitoba.

What has happened?

In the first place they have not even spoken of reparation to what they formerly termed injustices, and, be it left to their shame, they have annexed Keewatin to Manitoba without even mentioning in the Act the school privi-leges of the Catholics.

The authors of this Act are Messrs. Monk, Pelletier and Nantel, the three French Canadian Ministers.

They have promised to give prevalence to the rights of the Catholics, they have now betrayed the latter and sacrificed their rights as well by their speeches in parliament as

by their four consecutive votes. Among the 27 members elected in the pro-vince of Quebec, seven only had the courage to do honour to their engagements. These seven Conservative members however,

allured by the trough have at the last mo-ment, joined the government against the Beland motion by which a conference was asked with the Manitoba government in order to determine the school privileges of the Catholics.

In fine, the honest followers of the Conservative candidates have been meanly deceived and betrayed on the school question by all

the onservative and Nationalist members elected in the province of Quebec in September last.

Marriage.

Last year the fanatics attempted to obtain the sanctioning of a uniform marriage law throughout Canada.

Sir Wilfrid Laurier refused to consent, stating that each province should have its legislation.

legislation. This year the same fanatics come before the new Conservative government, and Mr. Borden instead of giving the same answer as Mr. Laurier, refers the matter to the civil courts.

Mr. BUREAU. That is true.

Mr. RHODES (reading):

Avowal of weakness, and by their vote Messrs Monk, Pelletier and Nantel, these great Catholics of the last election, now approve Mr. Borden.

That I have made no mistake in the authenticity of this document, or in assuming that it emanates from the Liberal party and by the authority of the leaders of that party, is shown by the approval of hon. gentlemen on the other side of the House when I read the pamphlet.

Mr. BUREAU. What is wrong with the document?

Mr. RHODES. In this country from time to time, and I suppose in any country where party government prevails, questions have arisen in political conflicts of which, after the battle was over, those who engaged in them were heartily ashamed. Irresponsible followers, in all political parties, in the heat of conflict, will grasp at any issue which would advance, or tend to advance, or promote, their cause; but when we see in this country, not irresponsible followers of a party stooping to use the question of religion, and the question of race to further party ends, but in the calmness and quietness which follows the din of battle we find a defeated party, through its leaders, deliberately engaging in a businesslike way in a propaganda to trade upon the race and religious prejudices of those who compose the electors of this country, and beginning their oper-ations on the fertile soil of the good old province of Quebec, where they have oper-ated in season and out of season for the past twenty years, what words of condemnation can be too strong?

Mr. BUREAU. What party is doing that?

Mr. RHODES. That this pamphlet evidently meets with the approval of the Liberal party is shown by the plaudits of hon. gentlemen opposite, and by the fact that it is being circulated in thousands through the post office in this city, and that the copies mailed are franked with

Mr. RHODES.

the frank of the hon. member for Russell, a member of the Privy Council of Canada, and a former member of the late administration.

Some hon. MEMBERS. Shame.

Other hon. MEMBERS. Oh, oh.

Mr. RHODES. It may be a coincidence, but it is a fact nevertheless, that the hon. member for Russell (Mr. Murphy), happens to be the deskmate of the hon. member for Edmonton (Mr. Oliver), who is referred to as one of the visitors to the Liberal headquarters in Central Chambers on Sparks street.

And it is significant that the only three hon. gentlemen whose names have been connected with the circulation of this document are two members of the Liberal administration—one representing the extreme west, and one representing an Ontario constituency—and a private member, the hon. member for Guysborough (Mr. Sinclair) representing the extreme east. And the only reason, so far as I can see, why they did not have an ex-minister from the extreme east, is that the people of Nova Scotia had the discretion to see to it that none such should come back here after the 21st of September last.

The leader of the opposition (Sir Wilfrid Laurier) has on more than one occasion prided himself upon the fact that he is the man with a mission, that of cementing races and creeds in this country; and the same claim has been made on his behalf by gentlemen who sit behind him. I exonerate the leader of the opposition from any personal connection with this transaction; but he must, as leader of his party, assume responsibility when his responsible followers and ex-ministers of his Cabinet are guilty of circulating such a document as I have read. Such a profession as he has made is seen to be a mere hollow mockery in view of the fact, that, immediately after an election when the parties might be expected to dwell in peace together, we find these gentiemen sowing the seeds of discord and appealing to the passions and prejudices of race and religion. One might wonder why, as a matter of party tactics, this document is being sent out so soon after elections. I think that the reason is very obvious. In Quebec they are very likely soon to have a provincial election, and the friends here in Ottawa of the Quebec government are prepared to lend their assistance to their confrères in that province; and, while I have no doubt that this pamphlet is being circulated throughout the province of Quebec, it is looked to have special effect in the county of Chambly and Vercheres which before the 21st of September was counted a safe Lib-. 11

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I was very much interested in the beautiful word picture painted by the leader of the opposition in his speech on the Mani-toba Boundaries Bill a few evenings ago, in which he showed the effects upon the waves after the storm had spent its force. It was a beautiful word painting; and, though the subject was purely political, it had the tone of the real. But I am sure he got his groundwork for that paint-ing, if he got it from real life in any province of this Dominion, not from Quebec. For there hon. gentlemen opposite do not give the waves of politics a chance to die down after the storm has subsided, for the winds of passion are being constantly stirred in that old province of Quebec by these hon. gentlemen by appeals to race and religion, a fact which I greatly deplore. I bring this matter before the House because, as a young Canadian and one having unbounded faith in the future of this country, I desire to see the public life of this country conducted on a higher plane than is evidenced by the circumstances to which I have just asked the attention of the House. I think that ex-ministers of the government should be leaders of thought in this country and should make appeals to electors designed to reach their intellect rather than appeals designed merely to stir up passion and prejudice. I feel that in thus briefly presenting the matter to the House I have only done my duty.

Mr. D. D. McKENZIE (North Cape Bre-ton). The subject which is occupying the attention of the House is of such importance to the maritime provinces and to the seaports of Canada, that I feel it my duty to say a few words upon it. I am sur-prised that the hon. member for Cumberland (Mr. Rhodes) should have thought it necessary to inject feeling into the discussion by the reading of such a document as that which he has read. I particularly regret that he should feel this to be necessary at a time when, whatever streams of feeling may have prevailed during the arduous work of a long session, we have now reached the stage when we are down to real business. I regret especially that at such a time he should throw this firebrand into the arena. I think that if he will look over the proceedings of the session, he will find just as much of this sort of thing on his own side of the House as on this. I was surprised and shocked to hear the expression falling from the Minister of Militia (Mr. Hughes, Victoria, O.), a few moments ago when he thanked the Lord for the position taken by the Tories in the election in Drummond and Arthabaska. The lowest passions of the people were appealed to in that election, the most horrible stories, without the slightest founda-

would have thought that if a minister of the Crown had a word to say upon such an event, it would be to urge the people to let the dead past bury its dead; to urge people to recall the fact that we have one common country and one common aim, and, though we have two great parties, each fighting strongly for its own opinions, yet that even then warfare may be carried on with a view to the good of the country and without appealing to low passions and pre-judices. That would be the view of a statesman and especially the view that one might expect to hear from the man at the head of our Department of Militia and Defence. On the contrary, when the facts are brought before him, this hon. gentleman says: They did use these appeals, and I thank God they used them.

Mr. HUGHES (Victoria). I rise to a point of order. I said: 'If they did'then hon. gentlemen opposite only get their own medicine.

Mr. McKENZIE. The language of the Minister of Militia, which he will find in 'Hansard,' is 'God bless them for doing it.' And now, we find a supporter of the Minister of Militia, reading homilies to this side of the House on political morality in this country. I can only tell my hon. friend that he has a great deal of mission work to do in his own party and around his own doorstep. When he has brought forth fruits meet for repentance, when he has achieved results in his own party, when he has a Minister of Militia who will avoid such tactics as those I have indicated, it will be time for him to preach the Gospel of purity and high political morals to this side of the House.

That, however, is entirely apart from that which I feel it especially incumbent upon me to bring to the attention of the House to-day. Some weeks ago I put a question on the order paper with a view to reviving an old question in this country, the landing of the mails in the summer months at some point in the maritime provinces. You will remember, Mr. Speaker, that in the summer of 1905 a test was made in this country of landing the mails at the port of North Sydney. I am sorry that this was not followed up to the extent that was desired. The question of whether Montreal, or St. John, or Halifax, will be the port is a big one. Montreal is now the summer port, Halifax or St. John are the winter ports, and of course Montreal cannot be the port all the year round, but I admit that this question is one which the wisest states-man will find it difficult to solve. Whatever may happen, whether Montreal will continue to be the terminus in summer and Halifax the terminus in winter, it tion in fact, were circulated, by the friends and Halifax the terminus in winter, it of the hon. minister (Mr. Hughes). One should not interfere with the landing of

the mails for the maritime provinces, at the nearest possible point on Canadian soil. We have in the maritime provinces one million people, and their business as with the old land is growing year by year, so that it becomes more and more important that our mails should be landed at North Sydney, or Sydney, or Louisburg, when we would get them three or four days earlier than we now get them if they are brought up the St. Lawrence and then returned by mail train. I am sorry that the department was only able to furnish me with very meagre information in reply to the questions which I asked in the House a few days ago. I put this question:

## THE BRITISH MAILS.

Mr. McKENZIE:

1. How often were the British mails landed at North Sydney during the summer of 1905? 2. How many hours earlier were mails de-livered at Sydney, Halifax, Charlottetown and St. John when landed at North Sydney than when landed at Rimouski?

3. How often were the British mails out-ward delivered to the steamships at North Sydney during the summer of 1905?

4. What time could be saved by delivering the Maritime mails for Great Britain out-ward at North Sydney instead of Rimouski? 5. Is it the intention of the government to make further tests of landing the mails at North Sydney?

6. How much nearer is North Sydney to Liverpool than Montreal, Quebec, Halifax or St. John?

The answer given shows the meagreness of the information to be found in the department on the subject. The answer was as follows:

Mr. PELLETIER 1. Once.

2. Halifax, Charlottetown and St. John being nearer Sydney than Rimouski, there is a difference of between 15 and 16 hours.

3. No mails were delivered to outward bound steamships at North Sydney during the summer of 1905.

This entirely depends on circumstances.
 The experiment made in 1905 gave all the

information needed. 6. The department has no more precise and special information on this point, than the general knowledge which every one may have by looking at the map.

Here, again, the department shows lack of information on the subject, because there was at least one occasion when the mails from the west arrived by the Canadian Pacific railway in the summer of 1905 a few hours late at Montreal, and as the steamer had departed from Montreal when the western mail arrived, the Canadian Pacific railway, without taking the mails off, went straight through to North Sydney, over the Intercolonial rail-way, I believe by permission, and landed Mr. McKENZIE. My hon. friend (Mr. Hughes) will find it to his advantage to leave me alone when I am trying to do

Mr. McKENZIE.

the mails at North Sydney. They sent a wireless to the steamer to call for the mails there and so the mails which were late at Montreal to catch the steamer were taken by the same steamer which called at North Sydney, over to Great Britain. That is a very important incident and one which should be remembered in considering this question. On July 18, 1905, I spoke in this House on that question, and on that day I read the fol-lowing telegram which I received from Mr. Pottinger, who was then manager of the Intercolonial railway.

New Glagsow, Nova Scotia, July 14. The mail special from the 'Virginian' le left North Sydney at 10.49 a.m. on 13th and arrived at Montreal, 982 miles, including the ferry at Strait of Canso at 8.20 a.m. eastern time on the 14th. Time taken for the run 22 hours and 31 minutes, equal to 43.61 miles an hour.

## (Sgd.) D. POTTINGER.

I asked in my question put to the de-partment a few days ago, the distance from the different ports on the Atlantic coast to Liverpool, and the department did not seem to be able to give me these figures. I shall put them on record now, so that the department may have the advantage of them.

From	Quebec to Liverpool	 2,663
66	Montreal to Liverpool	 2,773
66	New York to Liverpool	 3,105
**	Boston to Liverpool	 2,807
**	Portland, Me., to Liverpool	 2,789
	St. John, N.B., to Liverpool	2,700
"	Halifax to Liverpool	2,450
"	North Sydney to Liverpool	 2,100

This shows the advantage in distance greatly in favour of the port of North Sydnev. I wish to point out that on the occasion to which I refer the hon. Mr. Fielding, the Hon. Mr. Borden, the Hon. Dr. Sproule, the Hon. Mr. Hughes, all spoke, and their speeches are available to any person who may care to look at the 'Hansard' of the 18th of July, 1905. It will be found that every one of these gentlemen took occasion to speak in favour of the North Sydney route. Now, I have only one more word to say.

Mr. HUGHES (Victoria). Hear, hear.

Mr. McKENZIE. I hear the Minister of Militia saying 'hear, hear.' He finds so many matters to settle between himself and his friends about automobiles and other things that he has not time to consider matters of this kind. I am sorry I must, notwithstanding his protests, take up the time of the House a little longer.

Mr. HUGHES (Victoria). Hear, hear.

my work in this House. <sup>1</sup> I have only to quote one more utterance and that is a statement of a newspaper published in the city of Halifax, which, notwithstanding that it is always very friendly to the interests of the city of Halifax, was able to say a word in favour of the landing of the mails at North Sydney. I quote from the Halifax 'Chronicle' of the 15th of July, 1905, as follows:

The rapid transit of the 'Virginian's 'mails overland from North Sydney to Montreal has amply demonstrated the practicability of utilizing North Sydney as a port of call for the landing of mails and passengers from steamers bound to Montreal. The ocean passage, as we stated yesterday, was not satisfactory, but that is of small importance in connection with the test that has been made.

The main object was to prove that the North Sydney route was materially faster than the Rimouski route, and in that respect the test has been eminently satisfactory. The trial shows that the British mails landed at North Sydney can be delivered in Montreal from twelve to thirteen hours ahead of those carried by steamer to Rimouski and thence forwarded by train to Montreal.

The special train ran from North Sydney to Montreal in twenty-two hours and thirtyeight minutes, or at an average speed of forty-four miles an hour. The 'Virginian's' mails were delivered in Montreal at 8.30 a.m. yesterday, three and a half hours before the turbiner, which was driven at high speed up the St. Lawrence river, arrived at Rimouski, where the mails are usually landed. Allowing two hours for the transfer of mails at that point and eight hours for the railway journey from Rimouski to Montreal, the mails, if carried by way of Rimouski, would have arrived at Montreal about fourteen hours later than those landed at North Sydney.

than those landed at North Sydney. The 'Virginian,' it is true, had to deviate somewhat from her course—thirty miles is a fair estimate—to bear up for Sydney, and al. lowing the turbiner two hours loss for that deviation, the train still gained about twelve hours on the steamer—an advantage which in these days of rapid business operations is sufficient to justify the adoption of North Sydney as a permanent port of call.

as a permanent port of call. Two important facts stand out as the result of the test, namely, that North Sydney is twelve hours quicker than Rimouski as a mail terminus, and that one million people in the maritime provinces received the British mails from one to two days earlier than if they had been carried to Rimouski. That after all is the point of capital importance to us. Passengers for Cape Breton points were able to reach home on Thursday morning, and the passengers and mails for Halifax arrived in this city at one o'clock yesterday morning, whereas, if they had gone to Rimouski, the Halifax passengers would not arrive in this city until this morning, and, those for Sydney would not reach home before twelve o'clock to-night.

Therefore, we contend, even if there had not been any gain in the delivery of the mails at Montreal, the test would still be justified by the result. The interests of a million people in the Atlantic provinces must not be disregarded because the shipping community of Montreal demands the retention of Rimouski as the mail terminus, and the sooner the people insist upon their rights in this respect, the sooner will the route that will best accommodate all the Dominion be adopted. The test just made has strengthened the claims of Nova Scotia ports.

My only object is to bring to the notice of the Prime Minister and the ministers particularly interested the desirability of giving the people of the maritime provinces an opportunity of getting their mails in that way rather than have the mails taken on the steamers to Rimouski or Montreal and then carried back to the seacoast cities and towns as is being done to-day. I am quite sure that the test to which I have referred was quite satisfactory, but I always felt that there was not the heart behind it that there should have been, that the route was not given a fair show. The department now says, in answer to my inquiries, that they have all the influence they require and having all that influence and knowing that a million people would get their mails a couple of days earlier by landing them at North Sydney, I think that should certainly be done. We now have a daily steamer instead of a triweekly steamer from Port Basque in Newfoundland to North Sydney. I think an arrangement could be made by which the maritime mails could be taken off the steamer at Newfoundland and carried in that way to North Sydney, so that the maritime province people would get their mails very much more quickly than via the St. Lawrence.

Mr. HARTT. Mr. Speaker, I feel that I would not be doing my duty to my constituents if I did not take this opportunity to bring before the members of this assembly and before this country the fact that we have in the county of Charlotte some of the greatest opportunities for port development on the Atlantic coast. I do not wish to quarrel with Halifax or St. John; I believe and acknowledge that they both possess acknowledge that they both possess certain advantages. In those places we find that already they have a start, they have a population, they have commenced port development while at places in the county of Charlotte where ports might be developed we have none of these advan-tages to assist us in starting the move-ment. I am free to admit that as far as the mail service is concerned, Halifax has an advantage. Halifax is on the route of steamers from Liverpool to either Charlotte county ports or the port of St. John. But we have at St. Andrews and along the Ste. Croix a river that is very free from any obstruction to navigation, easy of access,

an open port the whole free of ice. year around, presenting the greatest opportunities for port development to be found anywhere. One of the dis-advantages of St. John is the great amount of dredging that has to be done, but at the ports of which I speak we have the natural advantages of deep water very close to the shore. On that river for a distance of eight or nine miles there is one of the greatest chances for the building of wharfs. Steamers coming in from the Atlantic could sail up this river under their own steam and dock at these wharfs, it is a straight line up the river. At L'Etang we have a magnificent port. I think it would be hard to excel the port that ex-ists there. Close to these is the port of Back bay. I have here a little chart showing the port of L'Etang, with the depth of water that exists there and the opportunities there would be for building a port. I have also a plan of the river Ste. Croix and the port of St. Andrews, and I would be pleased to have any hon. member look over these plans to verify what I have said.

To the people of my county this question has been of prime importance for a number of years. We have looked upon the development of the port of St. John, and while I am pleased to see the large amount of money that has been expended there and I believe that is the right thing to do, still I believe the day will come when the attention of the people of this country will be drawn to the ports of my own county and I feel that seeing the great development of this country, particularly of the west and the amount of traffic that will have to pass over the lines and find an outlet to the Atlantic, there is room for all. Therefore I feel that there is no reason why we should quarrel over this matter, it is only a question of which port shall be developed first. The ports of Charlotte county, however, have an advantage and although I have referred to the advantage that Halifax may have in reference to mails I must not omit to mention the great advantage that our ports in Charlotte county have in reference to traffic, because when it comes to a question of carrying bulky material, of carrying the great traffic of Canada, the overland haul is the great consideration. The rate of transportation overland to the ports in Charlotte county from Montreal will be lower than those to either St. John or Halifax as the mileage is less, and I believe that this matter must yet be taken notice of and that these ports will be looked to by railway corporations, by steamboat companies and by the people of Canada as ports that deserve development. I have heard a great deal in this House in reference to the development of the west and

Mr. HARTT.

I must say I am in hearty accord with anything that tends to the development of this country. I have admired the persisin urging the development of that which tends for their country's good. At the same time I hope that when the time comes they will extend to us the same good feeling as we have shown to them, and will be as willing to give us consideration in the matter of port development as we have been in the promotion of their welfare. One of the great questions that confronts this country to-day in respect to the development of the Atlantic ports is the matter of bring-ing the great traffic of the Canadian west over Canadian lines and shipping it through Canadian ports. There may be some sentiment in this matter but there is also a great deal of business in it and I believe the sentiment in favour of doing all that can be done to bring this about is strong. I believe it requires the co-operation of every citizen of Canada to bring this about. It is the duty of the govern-ment to make surveys of all these ports and to secure all the information possible to enable any railway or steamboat company to acquaint themselves with the great advantages that we have to offer. I be-lieve that if this is done the day will not be far off when we will see the beginning of the development of the ports to which I have referred. When the Quebec bridge is built and the great National Transcontinental line is ready to carry its portion of traffic, we will find the port of St. John taxed even after the additions are made, to its capacity, and the railways will be looking for other ports through which to ship The the great output of this Dominion. great danger that confronts us is the danger of the traffic going to the south and out through the ports of Portland and Boston. I believe it would be in the interests of all Canada that the traffic of this Dominion should pass over the Canadian lines and through Canadian ports.

## PUBLIC SERVICE COMMISSION.

Mr. F. B. CARVELL (Carleton, N.B.) Before you leave the Chair, Mr. Speaker, I want to call the attention of the Prime Minister to a declaration made by him in what is known as his Halifax platform, which I think can be read now with interest by himself, by his party, by the members of this House, and by the country as a whole. It is as follows:

The character of a government may be judged by its appointment of men to responsible public position. The administration which appoints disreputable or dishonest men in the public service or retains and promotes officials who have been proven unworthy, cannot be credited with good intentions. 6529

Now Sir, my right hon. friend ran the elections of 1908 and 1911, on this as one of his declarations of principle in his platform, and when he came to office it would be only reasonable to expect that he would try to carry out some of the doctrines he had announced in opposition. I am afraid that is not the case. I want to call his attention this afternoon particularly to the character of at least one of the mem-bers of his Public Inquiries Commission, and I think these remarks might extend to some extent to at least two of them. When I am through, I want the right hon. gen-tleman to tell us whether in his opinion the high principle which he laid down to the people of this country, when he was appealing to them in 1908 and 1911, have been carried into actual practice. I refer particularly to the hon. A. B. Morine, who occupies the very high and important office of chairman of this Public Inquiries Commission: a position which is a provided to a set Commission; a position which, in my opin-ion, is fraught with greater possibilities of good or evil than any other creation of this government since they took office in the month of October; a commission, Sir, which has in its possession, not only the reputation but almost the liberty of every man in the civil service and of everybody who has been connected with government affairs for the last twelve or fifteen years. I think that a commission granted such very great powers as this commission has been granted under the legislation we have passed this year, should be above reproach, should be composed of men against whom not one tittle of evidence could be given as to their reputation, honesty, upright-ness, and everything that goes to make a model and upright judge, because they are really not only occupying the position of judges, but also of prosecuting attorneys, and juries, all of which functions are vested in this one set of men. This Mr. Morine went to the Colony of Newfoundland some time in the eighties and I have no object here in wearying this House with the various ups and downs of his political, public and private career for many years. He was connected with a newspaper called the 'Mercury' in St. John's, Newfoundland It started out by raising a violent uproar between Protestants and Roman Catholics. At first he was against the Roman Catho-lics, but, as the political wheel turned around, some time in the early nineties he became a supporter of the other side, without any difficulty whatever. In fact, the alacrity with which this man could get from one political party to the other was something surprising. However, I do not intend to dwell upon that now. In the year 1898, when he occupied the high and responsible position of Finance Minister

Mr. R. G. Reid, a prominent railway contractor. It was afterwards ratified by the legislature of which this gentleman was one of the leaders. By that arrangement the colony of Newfoundland, is alleged, (and I do not think any person can deny it), to have practically given away almost everything which the colony possessed, for the purpose, ostensibly, of securing the building of a railway. It seems that five or six years before that, I think in 1893, the government of Newfoundland had en-tered into an arrangement with R. G. Reid by which he was to build a railway, and they were to give him a certain amount of land per mile, altogether, I think, over one million acres. The colony itself had spent \$13,000,000 on this railway, and by this agreement ratified by legislation the colony handed over to Reid the whole of the railway with all of its terminals for fifty years, and with the agreement that the title in this railway would become Reid's when he paid to the government one million dollars. It was understood that the one million dollars were to be paid immediately, be-cause they said they needed the money, and at the end of the fifty years the railway would be Reid's. Then, they were also to give to Reid, five thousand acres of land per mile, which it is claimed, with the land already given to Reid, would take up pretty nearly all the land of any value in the whole colony. They also gave him a monopoly of the coal business, and agreed to pass legislation by which the import duty on coal would be one dollar per ton, which would almost prohibit importation. They gave to him a monopoly of all the steamship services around the coast for which they gave him a hundred thousand dollars a year in subsidies. They sold him absolutely all the docks in the harbour of St. John's for the nominal sum of \$325,000; docks which cost very many times that amount. They gave him also all telegraph lines, subject to a lease of some cable company which expired in 1904, for the nom-inal sum of \$125,000, and certain other franchises which, all put together, are estimated to have been worth from thirteen millions to fifteen million dollars. Now, it seems an election was run in the autumn of 1897, and the principal plank of Mr. Morine and his party was that no further business arrangements of any kind should be made with Reid, and no other subsidies given. When the legislature met in 1898, only two months after the election, there was no reference to this agreement in the speech from the Throne, but a few days after the legislature met this agreement and proposed legislation was brought down. newfoundland, an arrangement was made with tions took place between him and Mr.

Chamberlain, at that time Secretary of State for the Colonies. Mr. Chamberlain advised him that as they are the responsible ministers, he saw nothing to do but to agree to their request and sign the contract.

Mr. FOSTER (North Toronto). Who was the Premier of Newfoundland at that time?

Mr. CARVELL. The Hon. Mr. Winter, afterwards Sir James Winter. Now, I am not going to spend any more time over the fact as to whether this was a good bargain for Newfoundland or not. I have given, in as brief a manner as possible, the outstanding features of the agreement, but I will call to your attention a portion of an extract from the reply of Mr. Chamberlain to the government of the colony, dated Downing Street, March 23rd, 1898, which is found in correspondence relating to the sale of the government railway of Newfoundland, as submitted to the Imperial House of Commons by Mr. Chamberlain in 1898.

It is an official document and, therefore, I think we are justified in taking everything stated here as being correct. In this document in which he tells the Governor that he sees no possible way constitutionally to refuse the ratification of this agreement he uses this remarkable language:

I have now received your despatches as noted in the margin, giving full information as to the terms of the contract, and the grounds upon which your government have supported it as well as the reasons for which it was opposed by the leader and some members of the opposition.

I do not propose to enter upon a discusssion of the details of the contract, or of the various arguments for and against it, but I cannot refrain from expressing my views as to the serious consequences which may result from this extraordinary measure.

Under this contract and the earlier one of 1893 for the construction of the railway, practically all the Crown Lands of any value become, with full rights to all minerals, the freehold property of a single individual, the whole of the railways are transferred to him, the telegraphs, the postal service, and the local sea communications, as well as the property in the dock at St. John's. Such an abdication by a government of some of its most important functions is without parallel.

The colony is divested for ever of any control over or power of influencing its own development, and of any direct interest in or direct benefit from that development. It will not even have the guarantee for efficiency and improvement afforded by conpetition, which would tend to minimize the danger of leaving such services in the hands of private individuals.

I will add to that statement the opinion of the 'Pall Mall Gazette,' London, under date of February 26, 1898, which is as follows:

Mr. CARVELL.

Newfoundland no longer belongs to the Queen, or even to Mr. Chamberlain. Sir Charles Dilke need fear no more for the Imperial Cod, and the Frenca will not have Lord Salisbury's consent 'merely as a matter of form.' The country has been handed over body, soul and spirit to Mr. R. G. Reid, the more famous son of a famous Canadian contractor.

Those are the opinions of the Right Hon. Mr. Chamberlain, then Secretary of State for the Colonies, and a leading London journal. I think, Sir, we can agree that so far as the contract itself is concerned it certainly must have been a most vicious one as far as regards the colony of Newfoundland. Now let us see what follows next.

Mr. BORDEN. What was the date of the depatch quoted by the hon. gentleman?

Mr. CARVELL. The date of the communication from Mr. Chamberlain is March 29, 1898. I will send over the book to my hon. friend and he will have an op-portunity of going over it, after I have read a few more extracts. It will be found at page 32 of the first half of the volume as it is bound and numbered. I have already stated that there was no reference to this proposed agreement in the speech from the Throne which was in direct violation of the pledges upon which the then government was elected, and no sooner had the matter become public than an agitation went up from the people of Newfoundland without precedent in any English speaking colony in the world. Public meetings were held all over the colony, the first one, I think, being a public indignation meeting held in the city of St. John. After that, meet-ings were held in different parts of the col-ony. I will refer first to the meeting held in St. John, the minutes of which will be found at pages 11 and 12 of the second volume of this document. I will not read the whole of the minute. It recites the transactions from the beginning, gives the value of the property which the government has handed over to Reid and other details and goes on as follows:

Moved by His Lordship the Bishop of St. John's M. F. Howley, D.D., seconded by John Browning Esq., that, we, a meeting of independent citizens of St. John's, of all shades of political and religious opinion do hereby protest, with all the strength at our command, against this unjust and one-sided contract, which, we feel confident, if allowed to be put in operation, will be the source of ruin and bankruptcy to the country, and we vehemently protest against legislation of such magnitude and far-reaching consequences being finally concluded without an appeal to the people.

Then there was a meeting at Twillingate at which the following resolution was moved:

Moved by the Reverend Canon Temple, R.D., and seconded by Mr. Andrew Austey:-Whereas: We have heard that public meet-

whereas: We have heard that public meet-ings have been held at St. John's and other centres, thereby giving the electors an oppor-tunity of publicly protasting against the 'Reid railway contract' and Whereas: We believe that it is the duty of the full electorate of the colony to give expression of their views in regard to the matter in the strongest manner mossible

matter in the strongest manner possible.

Be it therefore

Resolved: That as electors of this distriot we wish to express ourselves as in perfect accord with the action taken and sentiments expressed at those meetings for that purpose.

Then there was a second resolution to the following effect:

Moved by the Reverend J. H. James, chair-man of the Methodist district, seconded by F. J. R. Stafford, Esq., M.D: Whereas: We the electors of Twillingate in the district of Twillingate have heard with great surprise that His Excellency the Governor has been requested to send to the Queen in Council the 'Reid railway contract' or 'Bill' for final ratification: and

or 'Bill' for final ratification; and Whereas: We believe the said contract to be inimical and destructive to the best interests of the inhabitants of this colony.

Be it therefore Resolved: That we the electors here assembled strongly protest against the ratifica-tion of the aforesaid railway contract until the whole people shall have an opportunity of passing their votes upon it at the polls; and it is further

Resolved: That we do hereby pledge our-selves to support His Excellency in any legal action that he may think proper to adopt for the disallowance of such far reaching, unparalleled and atrocious legislation; fur-ther that a copy of these resolutions be sent to His Excellency Sir H. H. Murray, Governor. &c.

These resolutions will give some idea of the feeling that was engendered in the minds of the people of Newfoundland in regard to this most remarkable transaction. A large amount of correspondence took place between the government and the colonial secretary but the latter adhered to the advice which he gave to his governnor for the signing of the contract. He told him that they were the responsible min-isters, and if the colony of Newfoundland chose to put themselves in that position he saw nothing but to assent to it, and, therefore, the Queen's veto was refused. Not very long after that, a letter dated St. John's, October 31, 1898, was addressed to the governor to the following effect:

The Newfoundland Liberal Association, St. John's, October 31st, 1898.

Sir,-At the meeting of the Newfoundland Luberal Association held last evening, I was directed to communicate to Your Excellency

the following resolution: Resolved that the secretary asks His Ex-cellency if he is aware that the Minister of the Governor to inform you that he has re-207

Finance and Customs, a member of the executive, is, in his private capacity, solicitor to Mr. R. G. Reid, a large contractor to the government.

I have, &c., A. le C. BERTEAU,

Hon. Sec. Newfoundland Asociation.

The minister therein referred to was Mr. Morine, the same gentleman who is now the chairman of the public service commission. This letter was followed three days afterwards, on November 3rd, by the following communication:

Government House, St. John's Newfoundland, November 3, 1898. Sir,-I am directed by His Excellency the Governor to transmit, for your information, the accompanying copy of a letter received from Mr. A. le C. Berteau, honorary sec-retary of the Newfoundland Liberal As-sociation, and with regard to the same I am to state that Hig Breallengthering for sociation, and with regard to the same 1 am to state, that His Excellency desires to be informed whether it is not the fact that you were at the period when the railway contract, 1898, was negotiated and made, and still are, holding a 'retainer' as legal adviser to Mr. R. G. Reid.

I have, &c., J. H. W. SOUTHEY, Capt. A.D.C. and Private See.

In reply there is a letter by Mr. Morine, dated November, 1898:

Your Excellency,-In reply to your question of this date, I have the honour to say:

I was before and at the time of the making of the railway contract, 1898, and I am now, the professional adviser of R. G. Reid, on legal questions and matters submitted to me by him, but not on such questions, if any, arising between him and the colony, and I have not, and would not, while I am a member of the executive council, advise him on any matter in which there is any conflict of interest between him and the colony. I have, &c., (Sgd.) ALFRED B. MORINE.

It will be noted in passing that Mr. Morine admitted that he was the solicitor of Mr. Reid, but he claimed that it was only in matters not connected with the railway contract, and he would not undertake to advise him on any matters in which the colony was interested. Whether that be true or not, it is not for me to say; but 1 think the best evidence of what would be the true interpretation of Mr. Morine's position is the letter which went from the governor the very next day, because from that it is evident that no matter what Mr. Morine may have thought or tried to induce his friends to think, the governor did not believe in him, and dismissed him from office. Here is the letter:

## Government House,

St. John's, Newfoundland, November 5, 1898.

ceived your letter of the 4th instant, respecting your present position in the government in connection with the railway contract.

His Excellency is unable to accept, either as regards the past or the future, the propriety of the position you have taken up in that letter, or the assurance which you have proposed to send him, as to your future conduct.

His Excellency is therefore unable, as a re-presentative of the Crown in the colony, to agree to your continuing as one of its ministers. He must, therefore, call upon you to resign to-day all the offices which you hold under the Crown, except that of Queen's counsel.

The correspondence on this subject will have to be published and a copy of it sent to the Colonial Office.

I have, &c., J. W. SOUTHEY, Captain,, A.D.C. and Private Secretary.

There is a long letter from Mr. Morine, in which he resigns his position as Minister of Finance and Receiver of Customs and other positions which he held--I presume his position as a member of the House of Assembly as well—except that of Queen's counsel. I wish also to read to the House the opinion of the governor on the conduct of Mr. Morine and the reasons he had for dismissing him. It will be found, in a letter from Governor Murray to Mr. Cham-berlain, dated November 9, 1898, two or three days after he had dismissed Mr. Morine from office. I will not read the whole letter, although my hon. friends may have it if they want it. The concluding paragraph is as follows:

The contract was drawn at a time when Mr. Morine admits 'that he was the contractor's legal adviser on all matters submitted to him by the contractor, but not on such questions, if any, arising between him and the colony.' Yet, as a minister of the crown, and a servant of the public, he took the most leading part in forcing the contract through the leg-islature. Thus his action in the matter shows the impossible nature of the dual position which he held at the time, and which he appears still to think that he could hold with credit to himself and benefit to the colony. If I had accepted his assurance as to the future, I felt that such an assurance would be of no value in the face of such a fact in the past. For the same reason I decided that it would not be advisable to give him the choice as to which master he would serve in the future.

I want to know, Mr. Speaker, if there is a public man in the British Empire who is able to hold his head up among his fellows to-day, who ever received such a castigation from any one in authority as Mr. Morine received in that letter from the governor of Newfoundland to the secretary of state for the colonies in London. It is almost impossible to conceive of a

Mr. CARVELL.

his head up, not to speak of asking to be placed in a position to be a judge over thousands of people in this country. Let us follow this man's record a little further, because the half has not been told yet. I will skip over a great deal of this correspondence. In due course Governor Murray's time expired. Within a year thereafter, I think, he left the colony, and was succeeded by Governor McCallum; and, as the Winter government was still in power in Newfoundland, and Morine was thought to be of some value in it, after Governor McCallum came to St. John, ap-plication was made by Sir James Winter to have Morine reinstated. We do not know exactly what correspondence took place between Morine and the governor, because a large part of it was verbal, but we do know that the following letter was written by Morine to the Governor:

Your Excellency,-With reference to your conversation this day, I beg leave to say that if appointed to the Executive Council, I shall G. Reid, and that I shall not thereafter act for him or on his behalf professionally, ex-cept with your approval. I may further add I quite concur in your opinion that it that will be wise under the circumstances for me to avoid the appearances even of too close re-lations with Mr. Reid, and to that end to forego even my strict rights in this connec-tion for a period. I have no doubt I shall be able to convince you by my conduct of my

bona fides in this matter. Yours faithfully, ALFRED B. MORINE.

St. John's, April 12, 1899.

On this pledge of good conduct for the future Morine was taken into the government of Newfoundland again, and remained there four or five months. Sir James Winter had gone to England on business. In the meantime, Morine had mismanaged affairs to such an extent that when Sir James Winter returned to the colony, he went to the governor and asked him to demand the resignation of Morine, which was done, and he was compelled on the invitation of Governor McCallum to resign the second time. Thus he became reduced to the position of a private citizen again, except that he retained at that time his seat in the legislature. It was not long after that a general election was held, and this man, having been dismissed from office once, and having been compelled a second time to resign, had the hardihood to join himself with Reid and run in the election as the head of a party for the purpose of getting back into the saddle again. But be it said to the credit of Newfoundland that, while he was elected, only three of his followers were elected, and the party almost ceased to man who would have the hardihood to hold exist. In the next session legislation was

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enacted by which this infamous railway deal was partially alleviated. The telegraphs were handed back to the colony and Reid agreed at the end of 50 years to hand the railway back to the colony on the repayment of \$1,000,000 which he had put into it, and certain claims of private individuals for lands which he had appropriated were allowed, and the land went back to the individuals, the colony paying Reid a small amount of money. Some of the worst features of the deal were thus alleviated; but even then it continued, and will continue for the next 50 years, to be a terrible drag on the people of Newfoundland. Well, Sir, having, I think I can advisedly say, betrayed the colony for the benefit of his employer, he next proceeded to betray his employer for the benefit of himself, and we find that in the course of three or four years the thing happened which inevitably must happen. No two men can go to work at a thing which is wrong from the beginning, and which continues to be wrong, without at any rate the principal culprit in the transaction being found out and just retribution being meted out to him. In a short time Morine and Reid quarrelled, and then we have some most remarkable developments. It seems that in 1898, when Reid was attempting to get possession of the whole of Newfoundland, it dawned upon his brilliant mind-and he had a brilliant mind indeed-and just here I may say that I am not casting any reflection on Reid. He was a contractor, after what he could make; and if there are any reflections to be cast, they must be cast upon the official who had taken an oath to protect the interest of the colony, and who sold it for a mess of pottage. He is the man on whom the blame must fall.

But they quarrelled. As I said, they thought it advisable to have a newspaper. Reid advanced \$3,500 for the purpose of buying a paper; but, as he did not want to be known in the transaction, by his instructions the paper was placed in the hands of his representatives and a mortgage was given to A. B. Morine for \$3,500, with the understanding between Reid and Morine that Reid owned the paper, but it was to remain nominally in the ownership of Morine. When they quarrelled Morine refused to account for or to return the property, claiming that it was his own. Reid brought him to the courts, the suit being started in 1905, and finished in 1906. If my friends opposite are anxious to find the whole transaction, all they have to do is to go to the Newfoundland reports of 1905-6, or the newspapers of that time, where they will find it fully set forth. 1 would refer them especially to the 'Tele-2071

gram' of March 1, 1906, and March 16. 1906, where they will find a complete record of the case, and the judgment of the court. And the judgment of the court was that Morine did hold the property in a trust capacity, a fiduciary capacity, and was ordered to hand the property back to Reid. An arrangement of some kind was made, and Morine handed over the prop-erty. Now, it came out in the suit-and this is a point to which 1 wish my right hon. friend (Mr. Borden), to give his best attention, for without this suit it would probably never have been known what was included in this transaction between Morine and Reid with regard to the property of the colony of Newfoundland-it came out in that suit that, sometime before the infamous railway deal of 1898, Morine became the solicitor of Reid for all purposes, at \$5,000 a year, at that time and at the time this deal was put through the legislature by Morine, Morine held his retainer and his revenue of \$5,000 from Reid. And what is worse still, according to the report, he held the retainer at the time he had promised Governor McCallum that he would have nothing do with Reid during all the time he held the position of Minister of Finance. He held it right down to the year 1899, when another agree-ment was made between him and Reid which existed down to 1st of January, 1912. And now I am going to read to my

Memorandum of agreement made this 14th day of November, 1899, between A. B. Morine, K.C., and Robert G. Reid, railway contractor, both of St. John's in the island of Newfoundland.

hon. friend this agreement:

The said Alfred B. Morine agrees (a) to resign the public offices and positions now held by him, save and except his seat in the House of Assembly; (b) to dissolve the legal firm of Morine & Gibbs, and (c) to withdraw from general legal practice, such resignation, dissolution and withdrawal to take place before the 1st day of January, 1900, and (d) to act as counsel and general law adviser for the said Robert G. Reid for a period of twelve years from the said 1st day of January, A.D. 1900—

That brings you down, it will be observed, to the 1st of January, last:

-during which period of twelve years the professional services of the said Alfred B. Morine are to be given exclusively to the said Robert G. Reid or to such other person or persons as may be mutually agreed upon by the partners hereto, and the said Robert G. Reid agrees to pay the said Alfred B. Morine the salary of \$8,000 per year for the first two years and \$10,000 per year for the remaining ten years of the period of this agreement, payable in monthly instalments, and in consideration of the conditions of this agreement and of the aforesaid resignation, dissolution and withdrawal, it is agreed that the penalty

for breach of this agreement of the said Robert G. Reid shall be the full amount of the salary which would otherwise be payable from the date of such breach of the termina-tion of the period stipulated for by this agreement. It is further agreed that the said Alfred B. Morine may from time to time em-ploy such legal assistance as may be necessary for the work, and the said Robert G. Reid agrees that the said Alfred B. Morine shall be provided with suitable offices and with a stenographer and typewriter at the cost of the said Robert G. Reid.

Witness our hands and seals the day and vear first above written.

H. B. MORINE. R. G. REID, per H. D. REID.

That continued in force down to the date of the lawsuit, and after the lawsuit took place and Morine was found-well, I do not want to use too strong a term; however, it was found that Morine had held the property as a trustee-a supplementary agreement was made between Morine and Reid, by which Morine was driven out of the colony and left Newfoundland. He was allowed his subsidy or pension of \$10,000, just the same, and he drew his \$10,000 a year down to the 1st of January last. He agreed that he would leave the colony of Newfoundland, that he would never go back to it during the time of this agreement, except during the summer season for the trout fishing, and if he went then he was never to go to the city of St. John. And for \$10,000 a year and with the promise of immunity, this man became an exile from the colony of Newfoundland, a pensioner of the man to whom he had given away that colony, came to this country, forced himself into politics, and became the head of the most important body that this government has created since it assumed office in October last.

Mr. EMMERSON. And he was a candidate in 1908 in Nova Scotia.

Mr. CARVELL. Yes, he was a candidate of my right hon. friend (Mr. Borden), in Nova Scotia in 1908. And what is more, I think I am right in saying that my right hon. friend (Mr. Borden), had a pretty correct history of this whole transaction handed to him some three or four weeks before that election took place. True, he says it was marked 'private and confidential,' so I am not going to ask him to divulge it. It is hardly necessary for me to add anything to show the position that this man occupies in Newfoundland, and the character of the man whom my right hon. friend has appointed to this most responsible position. But I want to put on record one short page, the letter of His Lordship, the Bishop of Newfoundland. I think that this one short page says more mation in his possession two years ago,

Mr. CARVELL.

than either I or any other member of this House could say in attempting to tell the whole story. This is a letter addressed to Mr. Winton, of Toronto, and is dated, The Palace, St. Johns, Newfoundland, Novem ber 11, 1906:

As to Morine-' the greatest scounarel who ever entered the Narrows, as his quondam friend Sir James Winter called him. I thought we were done with him. It's a pity he should be allowed any public position in Canada. He is an unmitigated rascal and nuisance. I suppose you know the history of his expulsion from Newfoundland. It ought to be known in Canada so as to save the peo-ple from being deceived by him. He was, as you know, Reid's solicitor and adviser. He did for Reid the dirty and dishonourable work did for Reid the dirty and dishonourable work of putting through the legislature the infam-ous railway deal of '98, 'the most unparal-leled contract,' as Chamberlain called it, which contained 'an abrogation of all our rights as a self-governing colony.' For this base action he secured a permanent situation as solicitor from Reid with a salary (a bribe in the morths) of \$10,00 a rear for the years in other words) of \$10,000 a year for ten years. However, Reid has reaped the reward of his scheming and dishonest conduct. He found Morine out in embezzling, brought him before the court, obtained a conviction against him of defaulting in his professional capacity and then held this over him as a threat and unless he, Morine, would leave the country for ever, he would have the professional gown taken off him.

He left. It was a sequel worthy of its dis-honest origin. He is under bonds not to come back, but he retains his salary, pension or bribe, call it what you will, of \$10,000 a year from Reid. This is the man who now bids from Reid. This is the man who now bids for public life in Canada! He still assumes the title of Hon. A. B. Morine, a title he never had a title of right to and certainly has not now. He came into the House of As-sembly at the head of a party of three him-self and two others, and dubbed himself 'the hon. leader of His Majesty's opposition.' Such a farce! But would that that were all he did. He has inflicted a wound on Newfoundland that centuries will not head. I am sorry to have wasted so much time on him, but I wish you to know the truth, it may be of advan-tage to you. tage to you.

Believe me, againg thanking you, Yours sincerely (Sgd.) M. F. HOWLEY

I would like to call the attention of the House to another episode in this man's career in Newfoundland, and that is the Greenspond letter. But that is so base in its inception, it reveals a character so low, and the request made in that letter is so contemptible, that I would not disgrace the pages of 'Hansard' by putting it thereon. I know that my hon. friend can see it if he wants to, it is public property in the colony of Newfoundland. Now I think a

and so far as these statements are con-cerned, I have read nothing that is not in the official documents excepting the letter of His Lordship the Bishop of Newfoundland, and if my hon. friend has any doubts as to the authenticity, I have here the origi-nal document which he is welcome to ex-amine. In view of all this I want to know what faith, what credence will the people of Canada place on the decision of a court presided over by a man of the reputation described in the document I have read. I want to know how my hon. friend can square this appointment with the professions he made in his Halifax platform of 1907. Does he not think that the time has now come when he should call a halt? If he is going to investigate the public service of this country, he should do it by men who, as he said in his platform, are above reproach, men in whom the people will have confidence, men in whose judgment and fairness the people will have confidence.

Mr. BORDEN. My hon. friend, in days gone by, was in the habit, when sitting on this side of the House, of applying to those who undertook to carry on investiga-tions in the Public Accounts Committee or elsewhere, the term of 'muck rakers,' sim-ply for the reason that they proposed to en-deavour to protect the public interest. There was a great deal of outcry from hon. gentlemen now on the other side of the House with regard to charges made in the House against men who were not here and were thus unable to defend themselves. My hon. friend on this occasion has taken a very extraordinary course. One would have thought that before rising in the House of Commons and making charges against a man who is not a member of this House, he would at least have given to the indi-vidual some notice of the charge which he proposed to make, in order that, if there were any answer, it might be forthcoming. Further, if he did not see fit to pursue that reasonable and manly course, he might have been expected to give notice to us on this side of the House, especially, to myself, in order that I might submit his charges to the gentleman who is the sub-ject of his attack. My hon. friend is not of that type.

Mr. CARVELL. My right hon. friend, I think, will admit that I gave him notice last evening, though it was pretty late. It was understood that this House would not prorogue until Wednesday, but when I learned that it might prorogue on Saturday, I went at once to the right hon. gentleman and told him that I wanted to bring it up to-day.

it was. In the first place he did not come to me at all. I went across the floor of the House to speak a few words to the hon. member for Renfrew (Mr. Graham) when my hon. friend (Mr. Carvell) said that he proposed to bring up this matter to-day. That was about 11 or 11.30 o'clock. He gave me absolutely no information as to the nature of the charge; and further than that, he stated that he did not care very much about making it himself, but he was doing it at the request of his leader. If he desires the whole conversation, that is precisely what took place. Now my hon. friend has said that this information was placed in my possession three years ago, he has made that statement twice. I say that the statment is not correct. A letter was written to me more than three years ago by some person, whose name I cannot recall. It contained certain charges against Mr. Morine, and certain assertions with regard to him. That letter was marked confidential. I asged this individual, a resident of the United States, to permit me to place these charges before Mr. Morine in order that I might receive his answer, but he refused to permit me to do so. I told him that unless I were permitted to place the letter, which was marked confidential. before the man who was charged in that letter, it would be impossible for me, without hearing what answer might be made, to take any action upon the letter at all. There was some suggestion in the letter that the charges would be placed before Sir Wilfrid Laurier and Mr. Fielding. I told the individual that he could proceed to place those charges before Sir Wilfrid Laurier or Mr. Fielding, or make them public in any way he saw fit; but that so far as I was concerned, I could take no action in the matter unless I had permission to place his letter before the gentle-man who was the object of his charges.

Now, my hon. friend has gone verv extensively into Newfoundland politics. I was aware that Mr. Morine had been a member of a Newfoundland gov-ernment; I was also aware that politics had been pretty warm, and somewhat stormy in the island of Newfoundland. But all the essential features of what my hon. friend has brought to my attention to-day are absolutely new to me, so far as they reflect on the character or standing of Mr. Morine. I knew that Mr. Morine had been practising in the city of Toronto for the past six or seven years. I was not aware that during the period of his practice in Toronto any charge or breath of suspicion had ever been raised against him. I will say at once to my hon. friend, that I regard the assertions which he has made, on his standing as a member of this Mr. BORDEN. Since my hon. friend has House, as of an exceedingly grave characalluded to that conference, I will tell what ter. I stand exactly with regard to appoint-

ments to public office where I stood when I made the statement my hon. friend has referred to. I should place the charges which my hon. friend has made, before Mr. Morine, and give him an opportunity of mak-ing an answer to them. When Mr. Morine's answer has been made to these charges, I will announce to this House of Commons and to this country what action the gov. ernment propose to take in regard thereto.

## SHORTAGE OF STEEL RAILS FOR THE WEST.

Mr. TURRIFF. Before you leave the Chair, I wish to bring to the attention of the government an item which I saw in the Ottawa 'Citizen' of last Saturday. It was dated, Winnipeg, March 22, and was to the effect that General Manage. Macleod of the Canadian Northern railway had returned from Toronto, and stated that railway construction in the west was greatly retarded this season by reason of the scarcity of steel. Now I would like to tell the Prime Minister that last year there was in Saskatchewan alone 600 miles of railway graded for which they could not get rails: and in my constituency there is one railway in which 30 miles are graded, that has been standing two years idle. Last year the general manager of the Canadian Pacific railway assured me that they would lay the steel last year if they could get it, that they had placed an order a year before, but were not able to get the rails from the mills, that is, heavy rails to re-place the rails on their main line, that they were putting on this branch line.

This year the railway company again state that they will lay that track if they can get rails. Taking all the western provinces, there must be about 1,000 miles of roadbed graded for which no rails are avail-To remove the duty temporarily able. would not affect the Canadian rail mills, simply because they have orders ahead that will take them far more than a year to fill. Look at the condition that confronts the people of the west. They are suffering for the lack of railways and the railway companies are unable to get rails to put on the grades they have already built.

Mr. COCHRANE. What railway cannot get rails?

Mr. TURRIFF. Mr. McLeod, general manager of the Canadian Northern railway, says that is what is hampering them in their development.

Mr. COCHRANE. Not true.

Mr. TURRIFF. The hon. gentleman says it is not true. The general manager in the west of the Canadian Pacific Railway said the same thing last year. This year the Canadian Pacific Railway people from appears the following record:

Mr. BORDEN.

Montreal inform me that they will lay the track if they can get the rails. In the legislature of Saskatchewan within the last month the statement was made by the government of the province that there were 600 miles of grading in Saskatchewan for which they could not get rails, and the Canadian mills cannot supply the rails. I ask the government, in view of this condition of affairs confronting the people of the west, what they propose to do about it. The suggestion is made by the general manager of a railway company that temporarily, for a short period, a year or so, the duty should be taken off. This would not affect the Canadian mills but would enable the railway companies to get rails and lay the track already graded and which they will grade this summer thus enabling the settlers of the west to get the railway accommodation of which they are so badly in need.

## AMENDMENTS TO SENATE BILLS.

Mr. EMMERSON. This morning I refer-red to the question whether legislation agreed to by committees shall go through this House as arranged by the committees and by the House, or whether errors shall be permitted and legislation shall be allowed to go through in an incorrect form entirely at variance with the decision reached by the committee. I am not responsible for proper legislation, but I think it is my duty to call the attention of the Prime Minister and of the Minister of Railways to this particular incident. On March 26:

Mr. Blain, from the Select Standing Com-mittee on Railways, Canals and Telegraph Lines, presented the thirteenth report of the said committee, which is as follows:--Your committee have had under considera-

tion the following bills, and have agreed to report the same without amendment, viz:-Bill No. 161 (Letter A2 of the Senate), intituled: 'An Act respecting the Ottawa, Brockville and St. Lawrence Railway Com-

Bill No. 172 (Letter B3 of the Senate), in-tituled: 'An Act respecting the St. Clair and Erie Ship Canal Company.'

and Erie Ship Canal Company.' Your committee had also under considera-tion the amendments made by the Senate to Bill No. 49, An Act respecting the Montreal Central Terminal Company, and recommend that the amendments contained in new sec-tion 1 and in clauses A, B and E thereof be concurred in; but that the amendments con-tained in clauses C and D be not concurred in for the reason that the provisions contained in for the reason that the provisions contained in these clauses are important and far reaching, and owing to the advanced period of the session the committee find it impossible to give the full consideration these provisions should receive.

On page 768 of the Votes and Proceedings

The amendments made by the Senate to the following Bills were taken into consideration and severally agreed to :-

Bill No. 49, An Act respecting the Mon-treal Central Terminal Company; and Bill No. 99, An Act respecting the Ottawa, Montreal and Eastern Railway Company.

These two Bills passed this House in the ordinary course. They were Bills to renew Acts of Incorporation. They were sent to the Senate and the Senate amended them by incorporating in them certain clauses respecting the right of expropria-tion of easements which had appeared in a Bill relating to the Canadian Northern Railway which had gone over to them for their concurrence. They sent the Bills as amended back to this House, the House referred the amendments to the Railway Committee and the Railway Committee unanimously decided that these amendments could not be concurred in. A report was made to the House by the acting Chairman of the committee in accordance with that decision. When the matter came before the Committee of the Whole House no question was raised. I have met no hon. member who has any knowledge whatever of any action being taken in Committee of the Whole to have these amendments which had been struck out by the committee restored and the Bill as recommended by the Senate concurred in. There must have been some oversight. I think that responsibility rests on the Minister of Railways with respect to legislation of this character and certainly the course pursued in this House in the past has been that the Chairman of the Railway Commit-tee has felt called upon always to follow Bills after they have been referred back to the House by the committee to their conclusion in the House. This apparently has not been done in this instance, and while it is a matter of no personal concern of mine and a matter in which I am not in any way interested except as a member of this House to see that the legislation that is agreed upon shall go through, I have felt that it was my duty to call the attention of the House to the circumstances. I do not know whether the Minister of Railways was present on the occasion when these Bills were considered by the Railway Committee, but I will re-call to his memory that the Canadian Northern secured that legislation on a certain occasion. The next day the Canadian Pacific Railway made application to the Railway Committee for similar powers and their application was referred to a subcommittee. The sub-committee considered the application. It was urged that because these privileges had been granted to the Canadian Northern therefore the same privileges should be granted to the Canadian Pacific Railway.

There was some justice in that contention, but, despite the equities in that re-

gard, the sub-committee recommended the Railway Committee not to grant these special privileges, although they had been granted to the Canadian Northern, and the Railway Commitee concurred therein with the approval, I am told, of the Canadian Pacific railway. The Minister of Railways stated, and it had a good deal to do with the decision arrived at by the Committee, that he would take the matter into consideration during the recess, and if, on consideration, he found those powers should be granted to the Canadian Northern, he would see to it that a Bill would be prepared amending the Railway Act, so that all companies should have the same privilege. I concurred absolutely in the decision reached by the Minister of Railways, but it seems invidious on the part of parliament to grant to a few companies privileges which are not granted to railway corporations generally throughout Canada. I call the attention of the House to the circumstances, and if we can recall it, it is the duty of the House to do so. I urge on the House that these Bills should go through, in accordance, not only with the judgment of the Minister of Railways, but, in accordance with the unanimous judgment of the Railway Committee.

Mr. COCHRANE. I am exceedingly sorry I had to be absent from that meeting of the Railway Committee, and therefore I did not know anything about this matter. There seems to have been some mistake, and I would ask the Chairman of the Railway Committee, who is present here, to make the explanation.

Mr. LENNOX. Unfortunately, I have not heard the remarks of the hon. member for Westmorland (Mr. Emmerson) but I understand the hon. member has made some complaint in reference to certain Bills that have gone through the House. I have spent the greater part of this morning trying to find out what has happened, and I have done so because I had no per-sonal knowledge of the facts. All the irregularities my hon. friend refers to coccurred since Monday last, and during that time I was compelled to be away at tending to legal business in Barrie. I have endeavoured to pick up the facts to-The Bills referred to are, as I undav. derstand, Bills (Nos 49 and 99). Now, I am quite clear that there mas been a very serious blunder in connection with these two Bills and it occurred on last Tuesday night. These two Bills were simply extensions of time when they came into this House and when they were first reported by the Railway Committee, as I understand it, and they passed the Railway Committee in that form. They then went over to the Senate and the Senate proposed certain amendments, and I need only refer to two

of the amendments, because they are the only ones in issue now. One was a provision that railway companies could go in and examine properties with a view of preventing damage and taking measures to prevent damage after making an inspection of property which they did not propose to take. The other amendment is the right to expropriate an easement. Now, at the time these Bills went to the Senate or while they were before the Senate, the Senate was aware of the fact that in the case of the Montreal Tunnel Bill—that is not the exact name of the Bill but that will describe it—we had granted in the Railway Committee the two rights which the Sen-ate committee incorporated in these Bills. But, within two or three days afterwards, a Bill was presented by the Canadian Pacific Railway Company, asking for practically the same thing and that was referred to a subcommittee of the Railway Committee, and the subcommittee decided—my hon. friend (Mr. Emmerson) being on that committee as well-that it was not proper to grant that request to the Canadian Pacific railway, although it was much narrower than was contained in these Bills, because it only applied to improvements to be made in connection with the Windsor Street station. However, they thought it was not right to grant that privilege unless the parties to be affected should have an opportunity to be heard; and they were notified to appear. Whether they appeared or not I do not know, but at all events they got notice. The subcommittee decided they should grant part of the prayer of the Canadian Pacific railway, to this extent: They would not allow them which they did not intend to take, but they did allow them the right to expropriate an easement, in connection with the Windsor Street station. But they provided, as a safeguard to the pub-lic, that when that was done it should be subject to legislation hereinafter passed by parliament, and they said-section 9 of the Canadian Pacific Railway Bill was the one which granted them the right to expro-priate an easement—in section 11:

The exercise of the power conferred by section 9 of the Act shall be subject to any general Railway Act hereinafter passed which provides for the expropriation by railway companies of any easement, servitude, right of way or other privileges enjoyed, into or over or in respect of any lands or deals with the power granted by subsection 9, and, in any respect in which this Act is inconsistent with that Act the latter shall prevail.

So that in the Railway Committee only a very limited privilege was granted to the Canadian Pacific railway and we made it temporary; and we safeguarded that by saying it should be subject to any legisla-

Mr. LENNOX.

tion hereafter passed on that subject. That was the position of this matter when this Bill was referred a second time by this House to the Railway Committee of the House of Commons and came up, if I am correctly advised, in the Railway Committee of the House of Commons last Monday and was considered by that committee, and objection being taken to these two sections, they were expunged. I am told that the promoter of Bill (No.

1 am told that the promoter of Bill (No. 49) wrote a letter addressed to myself saying that he was willing to drop these clauses. I did not see the letter until today. At all events, they were expunged, and certain other clauses were adopted. In. Bill (No. 99) the clauses of the same character proposed by the Senate were rejected by the Railway Committee, and another clause, which was not thought to be important, was adopted; and so the matter came back to this House. The Railway committee then reported to this House that these two amendments to which I have directed my attention should be rejected and that the others should be adopted. That special report was presented to the House on Tuesday last, and the matter came up on Tuesday vening. Mr. Hartney, the Examiner of Private Bills, in order that there should be no mistake about these Bills, made this memorandum:

Senate amendments reported by Railway Committee with recommendation that new section 1 and clauses (a), (b) and (e) be concurred in, and clauses (c) and (d) be not concurred in.

For the reasons see 13th report of committee.

And similarly on the other Bill:

Senate amendments reported by Railway Committee with recommendation that clause (d) be concurred in and clauses (a) and (b) be not concurred in. For reasons see 13th report of committee.

On the Order Paper of that day was this order:

Bill (No. 49) consideration of amendments made by the Senate (reported).

Whether that was the cause of the error or not, I do not know, but in some way or other I am told that this came before the House as 'Consideration of amendments made by the Senate.' It was not the consideration of amendments made by the Senate as I understand it, that should have been before the House, but the consideration of amendments proposed by the Senate and rejected by the Railway Committee. I have taken the trouble to look the matter up, and I find that these clauses are marked as being expunged, and are so initialled by Mr. Hartney, and are then marked 'stet', meaning to be restored, by the Clerk of the House, being initialled 'T.B.F.' And so these Bills, evidently without the under-

standing of the House, have gone through, and most important clauses have been adopted which were never intended to be adopted, and in direct opposition to the report of the Railway Committee. I may say that I had heard before I went away of these proposed amendments, and I was rather disposed, if there was any great urgency, to adopt an amendment which would give these companies about as wide power as the Canadian Pacific railway ob-tained, and with the same safeguards. But that is not done, and if a remedy is not provided now, we are confronted with the possibility that next session other railway com-panies will come and ask for the same thing, and we shall be confronted with the statement that the Canadian Pacific Railway company are to be subject to the saving clause, but not these companies. As I have the honour of being Chairman of the Railway Committee I have endeavoured so to administer the affairs of that important committee as to get the business trans-acted in as satisfactory a way as possible. I do not take any blame to myself for this; But I think I would hardly be discharging my whole duty if I did not express myself clearly, without casting any blame on anyone. I do not think anyone intended to do anything wrong. I think it measure to have the matter set right; and may I suggest that a remedy could probably be effected by a short Act that the special provisions declaring granted to these railway companies should be subject to the approval of the Governor in Council, and they should be subject to subsequent legislation by parliament, as provided in the Canadian Pacific Railway Bill.

Mr. SHARPE (North Ontario). May I ask the hon. gentleman if these Bills received the assent of the Governor General? As a member of the Railway Committee, and being somewhat familiar with the facts, I would like to add that when these amendments were considered by the committee some of them were struck out, and the Bills went through the Committee of the Whole with very few recognizing these important amendments.

Mr. LENNOX. I am advised that these Bills have been signed by the Governor General, but they have not received the Royal Assent and will not of course receive it until all the Bills are assented to at the close of the session.

Mr. SHARPE (North Ontario). What remedy is going to be applied?

Mr. COCHRANE. The government will announce that later.

Mr. SPEAKER. That is a matter that cannot be taken up on the motion to go into Committee of Supply.

Mr. AMES. As the promoter of one of these Bills, Bill No. 49, permit me to say that when it was introduced into this House, it was merely a Bill to extend the time of the Montreal Central Terminal company. That is all that the promoters asked and that is all that this House put through. In the Senate, however, two classes of amendments were made—one relating to privileges and one relating to restrictions. The privileges were similar to those granted to the Canadian Northern and the restrictions were made at the request of the city of Montreal. As these Senate amendments passed this House, the privileges were struck out and the restrictions retained.

I am not a member of the Railway Committee, and I was not altogether aware of what has been done. In the House on the evening, the wrong resolution was put and I did not know of it, and it was after the Bill had passed that I found that the Senate's report had been concurred in in its entirety without the amendments as made in the committee. Now, all that I ask is that there be no delay in forwarding the Bill, because I would be extremely anxious that the privileges that are now enjoyed should not expire by lapse of time. I hope that if any measures are taken to bring back the Bill into the Hcuse, it will be with the understanding that the main Bill will at least preserve the advantages. If nothing more is done I trust that will be taken into consideration. As the Bill was concurred in, it was the original Bill plus the restrictions, but with the advantages expunged. The promoters will be content, as far as I know, with their origi-nal Bill. I do not think they would be as well pleased to have the restrictions only and no additional advantages.

Mr. BARKER. I obtained permission this morning to have a Bill brought in which is based upon an error somewhat like that we have been discussing, but of the very opposite nature. After it came from the Senate the Bill was referred to the Standing Committee on Railways of this House, where several clauses of the Bill were thrown out, and quite properly; there is no question about that, because notice has not been given in the usual manner of an application for such legislation. But in striking out clause 10 as it was introduced into the Senate originally, the committee struck out subclause B of clause 10 of the original Bill, for which express notice had been given. That was simply a clause enabling the railway company in question to acquire, sell and lease lands, and build, maintain and conduct theron hotels and parks. That was struck out. Accordingly in the Senate yesterday the Bill was re-introduced, passing the clause as originally asked for in this Bill, and it was passed through all its stages. I know nothing about the Bill myself, except that Senator Belcourt came to me last night and said it was very important to the people concerned that that clause should be reinstated. He therefore asked me to introduce a Bill this morning, which I accordingly did. An order was made for the first reading of the Bill, and it comes up for second reading to-morrow. It is pretty clear, however, that if we delay reaching that stage until then it will practically kill the Bill, and I therefore beg leave now with the permission of the House to move the second reading.

Mr. SPEAKER. There is already a motion that the Speaker leave the Chair for the House to go into Committee of Supply. Until that has been disposed of, the hon. gentleman will not be in order in moving his resolution.

# REPORT OF MR. HAWKES. .

Mr. OLIVER. I would ask the Minister of the Interior if he will be able to lay on the table the report of Mr. Hawkes in regard to immigration matters before the House prorogues. I think my hon. friend will recall that he gave the House to understand that would be done.

Mr. ROGERS. The report only reached me yesterday and I would like to read it first; I have not yet had time to do so.

#### MONTREAL HARBOUR COMMISSION.

Mr. LEMIEUX. I wish briefly to call the attention of the Minister of Marine and Fisheries to an item which appears in this morning's Montreal 'Gazette,' in reference to the Harbour Board of Mont-real. I will not read the item, but simply state briefly its purport. The newspaper referred to states that the minister yesterday received a visit from the Harbour Commissioners of Montreal, Messrs. Stephens, Ballantyne and Geoffrion, and that two of the commissioners, Messrs. Ballantyne and Geoffrion, have tendered their resignations. It is said that the reason for the rumpus in the Harbour Board, is the fact that outside influences are doing their best to have an appointment made in place of Hon. Mr. McShane as Harbour Master, a position which, if not now vacant, soon will be. It is stated that Captain Bourassa, the assistant, is very anxious to become Harbour Master, but that the commissioners insist Mr. BARKER.

upon an examination requiring certain qualifications, which qualifications Captain Bourassa does not possess. That gentleman and myself are personal friends, but I think that the question of his promotion must not be allowed to interfere with the very important work which is being performed by the Harbour Commissioners of Montreal. It is well known in Montreal, as it is here in Ottawa, that there is a strong faction favouring the appointment of Mr. So-and-So as harbour master, and another faction favouring the appointment of somebody else. I must compliment the Minister of Marine and Fisheries for having resisted the demand, which was made upon him at the time of his appointment, for the dismissal of the three Harbour Commissioners of Montreal, who are three of the ablest and keenest business men that we have in that city, and who have backing them and their functions not only the whole of the shipping and business community of Montreal, but all those who are interested in the navigation of the St. Lawrence river. It is an open secret that considerable trouble is brewing at present in connection with the eppointment of the harbour master. The press of Montreal is full of the subject, and I am sorry to say that the Minister of Justice himself has been taken to task by some journals because he was supposed to favour one nationality at the expense of another.

Mr. DOHERTY. I am sure the hon. gentleman does not suspect me of that?

Mr. LEMIEUX. I am quite sure that the hon. gentleman can be acquitted of the accusation which has been brought against him. I know that the hon. gentleman does not interfere in such petty quarrels, but he is aware of the excitement which prevails in certain circles in Montreal respecting the appointment of the harbour master, and the Harbour Commissioners are simply being crucified because they do not yield to the pressure which is brought to bear upon them. I do not believe the 'Gazette's' announcement that two of the commissioners have resigned, and, as a matter of fact, I have the assurance from the minister that the statement is not true.

We know that pressure is being brought to bear by ward politicians in Montreal to obtain, in spite of the decision of the commissioners, an appointment that does not fulfil the conditions that have been exacted in reference to the position to be filled. We know also that strong pressure is brought to bear on the Minister of Marine and Fisheries to do away with Messrs. Ballantyne and Geoffrion, as Harbour Commissioners. I know the Minister of 6553

Marine and Fisheries (Mr. Hazen), too well to believe that he will yield to such pressure. He has no more trustworthy officials in his department-there are none in the service of the country more trustworthy-than the three Harbour Commissioners of Montreal. I sincerely trust that they will be left free in regard to appointments to be made in connection with the service under their charge. Ward politicians should not be allowed to interfere; those who are in authority should be left free to choose the proper persons for the service of the public. I merely bring the matter to the attention of the Minister of Marine and Fisheries because we are soon to separate, and I shall not have the pleasure of meeting him every day to hold up his hands and strengthen his position. I am sure that I echo the sentiments of my hon. friend from Montreal, St. Antoine (Mr. Ames), who represents the shipping of the country, when I say that the Har-bour Commissioners of Montreal should not be interfered with in the appointment of a harbour master.

Mr. CODERRE. I believe that the article which appeared in this morning's 'Gazette' is based upon statemenus made by Mr. Ballantyne a few days ago, when he left Ottawa for Montreal. Mr. Ballantyne told me that he would tender his resignation to the minister, and that Mr. Geoffrion would do the same, if Captain Bourassa were appointed as harbour master. I do not know as a matter of fact that these resignations have been tendered. But it may be that this is the basis of the story in this morning's 'Gazette.' I am one of those politicians to whom the hon. member for Rouville (Mr. Lemieux), has drawn the atten<sup>1</sup> tion of the House.

Mr. LEMIEUX. I hope that the hon. member will allow me: I really must take exception to his statement. I did not have the hon. gentleman in mind; I do not treat him as a ward politician, but as an hon. member of this House.

Mr. CODERRE. I accept the distinction the hon. gentleman makes. But he has said that strong pressure was being brought to bear on the minister. That question of the continuance in office or dismissal of the Harbour Commissioners of Montreal, was put an end to long ago. So far as I am concerned I have accepted the solution of the question made by the government; but, so far as the succession to the position of harbour master of Montreal is con cerned I do not see why Captain Bourassa should not be promoted. I do not believe in the reasons brought forward by Mr. Ballantyne and Mr. Geoffrion, who object to

that appointment. Mr. Stevens is willing, I believe, to accept Captain Bourassa as the successor to Mr. McShane. I do not believe what is said, that it is absolutely necessary to have a sea-captain to attend to the business of the harbour of Montreal. Mr. Bourassa has been there for twentythree years. During the last two year's of Mr. Howard's life—Mr. McShane's predecessor—Captain Bourassa, as a matter of fact, acted as harbour master of Montreal.

Mr. LEMIEUX. Has Mr. McShane resigned?

Mr. CODERRE. I do not know anything of that. But I am speaking of the experi-ence of Captain Bourassa. We all know that when Mr. McShane was appointed he had no experience whatever. If anybody has doubts on that subject, he can have those doubts set at rest by reading the newspapers of Montreal of that time. He will find the 'Witness,' for instance, quoting Mr. Prefontaine, then one of the Harbour Commissioners, who admitted that Mr. McShane had had no experience whatever, but said that this was, after all, a political nomination. And we all know that Captain Bourassa at that time received from the big interests of the harbour of Montreal, the Shipping Federation for in-stance, a certificate of his fitness for the position. That certificate was brought before the commissioners, but it was decided to appoint Mr. McShane, this being a political nomination. We all know that for years since Mr. McShane's appointment, Mr. Bourassa has been the real acting harbour master of Montreal. I believe that during the twenty-three years of his . service he has been able, though never having been a sea-captain, to fill the position to the satisfaction of the Harbour Commissioners who appear to be not his friends, but really his enemies. And I believe that to-day, though he has never been a sea-captain, he can, if appointed to the position of harbour master, if the government sees its way clear to give him justice, fulfil in the future the duties which he has so well fulfilled in the past. That is all I have to say. I admit that I have seen the minister on this subject; and I will do it again, because I believe that this is a question of justice nothing more, and nothing less.

Mr. RAINVILLE. I wish to add a few words to remarks made by my hon. friend (Mr. Coderre). If Captain Bourassa, to whom the hon. member for Rouville (Mr. Lemieux) refers, is so anxious to get the job, it is because that job was taken from him, to whom it rightly belonged, when the political appointment of Mr. McShane was made. The 'Witness,' of Montreal, a Lib-

eral paper, and the 'Herald,' of Montreal, another Liberal paper, declared at the time that Montreal would be the laughing stock of the country if the authorities should step over the head of Mr. Bourassa to make such an appointment as Mr. Mc-Shane. The hon. member for Rouville talks about not interfering with the work of the present Harbour Commission and of not giving them any trouble, but allowing them a free hand. I may tell my hon. friend that he need not worry; we can look after any troubles that arise on this side and even any trouble that hon. members on the other side may try to bring into this colony. I hope that this case will be settled as all cases should be settled, on the principle of justice and right. And if ever there was a case where justice and right called for an officer's promotion, it is this case of Captain Bourassa. And this I claim here on the floor of the House.

Mr. HAZEN. I desire to say only a word with regard to the matter which has been referred to. It is not correct to say that the Harbour Commissioners of Montreal or any of them have resigned, nor have I any reason for believing that they have any intention of resigning at the pre-sent time. My hon. friend from Rouville (Mr. Lemieux) has referred to the appointment of the harbour master of Montreal, a position which has been filled by the Hon, James McShane for the last nine or ten years, I believe. Mr. McShane is a gentleman who is now becoming advanced in years, and, naturally, the idea prevails that he cannot for a very much longer time con-tinue to discharge the duties of harbour master of the important port of Montreal, duties which are of a very important char-This has led, naturally, to talk of acter. Mr. McShane's successor, and, as the posi-tion is a good one, no doubt, as in the case of all positions of that sort, there are a large number of gentlemen, all of whom believe they have the necessary qualifications and all of whom are willing to serve their country for the salary which is paid for this discharge of these duties. I would remind the House, however,

I would remind the House, however, that I do not think any good is achieved by bringing up a question of this.sort at the present time. The appointment of officials in connection with the Montreal harbour lies with the gentlemen who are the Harbour Commissioners of the port of Montreal, subject to the approval of the Governor in Council, and that is the position in which the matter stands at the present time. I agree with everything that has been said on both sides of the House as to the necessity of having a gentleman in charge of the harbour who has the necessary ability, knowledge and experience properly to discharge the import-

Mr. RAINVILLE.

ant duties of that position; and I believe that nobody will be appointed harbour master of the port of Montreal who does not possess those qualifications.

#### THE NORTHWEST GRAIN CONGES-TION.

Mr. OLIVER. I wish to bring two matters to the attention of the Minister of Trade and Commerce (Mr. Foster), who I regret is not in his place at this moment, but I will place them on record. The first is in regard to the present car distribution clause in the Grain Act. I have an instance which I will place before the House, showing that the present privilege is being abused. I have a letter signed by John Goodwin, of Sovereign, Saskatchewan, in which he says:

We are situated on the Moosejaw Lacombe branch of the Canadian Pacific railway. The State and Goose Lake Elevator Companies each built an elevator here. The Goose Lake Company bought 70,000 bushels of wheat before their elevator was completed, built a wall and put it on the ground. They took some risk, but bought nothing but dry wheat and at 20 cents below shipping price.

It goes on to say:

Each of the elevator operators sent in a sworn application to the warehouse commissioner for cars, claiming that their cars of grain were liable to become damaged. They each got three cars which they at once filled with dry wheat out of their elevators, while there are scores of farmers with thousands of bushels of wet wheat, in some cases lying out on the ground.

The writer applied to a resident of Winnipeg for information as to the grading that was given to these cars on inspection. The information he received was that six of the cars passed inspection at Winnipeg and were given a straight grade, that is to say, they were inspected as undamaged wheat; while on the representation made by the elevator owners they had secured the cars out of their proper turn on the plea that they wished to load them with damaged wheat. I give this for the purpose of bringing to the attention of the Minister of Trade and Commerce the desirability of keeping the very closest watch upon this particular feature of the Act.

The other matter to which I wish to call attention is more important. While we have a little over one month remaining before the opening of navigation, and while the period during which damaged grain can be brought forward to the drying plants and thereby saved from destruction, is very short, the returns show that instead of the grain being pushed forward more rapidly it is being pushed forward less rapidly. This is a serious condition. For the week ending Feb6557

ruary 29, 5,578 cars of wheat were inspected. That was an average of 929 per day for the last week of February. But when we come to the middle of March, beginning on the 13th, the record is: Wednesday, 13, 488 cars; March 14, 490 cars; March 15, 353 cars; March 19, 312 cars; March 23, 266 cars; March 24, 109 cars, as against an average of nearly 1,000 cars being inspected in the latter part of February. This tremendous falling off in the forwarding of wheat at this critical season of the year, and under these serious circumstances, is what I desire particularly to bring to the attention of the minister, so that whatever remedy can be applied should be applied. I do so the more because I understood him to say that he was under the impression that everything was being done to remove the existing blockade, and that the relief was going forward in the ordinary course. If my information is correct, the relief is not going forward in the ordinary course as was expected.

Mr. ROGERS. What source is the hon. gentleman quoting from as to the number of cars inspected from March 13?

Mr. OLIVER. March 13, 14, 15 and 19 are taken from a report in the 'Manitoba Free Press;' the figures for March 23 and 24 were handed to me. I have not got the original copy of the newspaper in which they appeared. But they are from the same source.

Mr. ROGERS. Does that include the wheat going south as well as that going to Fort William?

Mr. OLIVER. I think so.

Mr ROGERS. I think not. I think the hon. gentleman's figures are wrong.

Mr. OLIVER. The figures are correct and on the face of them are somewhat alarming, although there may be a satis-factory explanation. I would like to have an explanation from the minister if it is convenient.

#### EASTERN CANADA-A FIELD FOR IMMIGRANTS.

Mr. McCREA. I wish to bring a matter of some importance to the at-tention of the Minister of the Interior. The eastern townships of Quebec-and what I am about to say will apply to the maritime provinces, to eastern Canada generally-does not get its fair share of government advertising in foreign countries. The advertising done by the government is to a great extent in favour of the west. Now, we are not jealous of the west, nor do we want to curtail the advertising that

of the attention it is getting from the government, some more attention is due to the eastern provinces of Canada than we are getting. For young, robust men who are willing to put up with some privations in order to get rich quickly, I think, perhaps, the west offers some inducements that we have not got in eastern Canada. But there are other inducements of other kinds in eastern Canada. To the man who realizes that the present is the only time he has to live in, and who desires to enjoy life as he goes along, I think there are some inducements in eastern Canada, that the west does not possess, and some con-ditions that would attract intending immi-grants if they were fairly placed before them. We have some very desirable conditions that do not exist in the west. In addition to the advertising given by the government, the transportation people, the railway people, are all directing their attention to the west, and it is natural that a railway would rather carry a man and his family to the Northwest, and to Vancouver, than to drop them off in the maritime provinces or in the province of Quebec.

It is only natural that they should bend all their energies to the cause of the west, not only for the passage and carfare, but because the Canadian Pacific railway have large tracts of land for sale and every immigrant they bring into the country either directly or indirectly has an influence on the value of property. Consequently this is legitimate so far as the railway is concerned, but I think the government should give special attention to the east in order to counterbalance and offset this western advertising. I do not wish to take up the time of the House. What we would like would be to have the government seriously consider the matter and give to eastern Canada that share of advertising and of the attention of the immigration agents to which we are entitled, in all countries in which this government is advertising the merits of Canada. It is said that a word to the wise is sufficient. and as the Minister of the Interior bears that reputation I shall not take up the time of the House, but shall hope to get results.

Mr. ROGERS. It is true there has been rather a wide impression that the prov-inces of eastern Canada have not been receiving the same consideration in the matter of immigration as the western provinces in the past. But I may also say, for the information of my hon. friend, that we are at present doing everything we can to prepare for the proper advertising of the advantages of the eastern provinces of Canada. The provinces of Nova Scotia, the west is getting in the slightest. But New Brunswick and Prince Edward Island we do think that while the west is worthy have already taken a very active interest

in this matter, and are now presenting to the government certain prepared statements as to the conditions in their several provinces, and they have the promise of the department that we will publish these and distribute them through our agents throughout Europe. We will be glad to apply the same conditions in the province of Quebec. I have already taken that matter up. As we have had no notice from the government of Quebec that they will take any interest in the matter I have discussed the matter with my colleagues in the government with a view to preparing a statement of the favourable conditions for immigration to the province of Quebec in order that we may have it distributed along with the other literature which we will have in circulation from now on.

### CANADIAN MISSIONARIES IN CHINA.

Mr. ROCHE. Mr. Speaker, before you leave the Chair I desire to place on 'Hansard' a statement which has been received from the home government relating to a statement made in this House by the hon. member for West Algoma (Mr. Boyce) on January 15 last, regarding Canadian missionaries in China. The remarks made by the hon. member for Algoma were as follows:

Mr. BOYCE. Before the orders of the day are called, and with a view of asking a question of the Minister of Marine and Fisheries, I would draw attention to an article which appeared on the front page of the Montreal 'Herald' of Saturday last, under the caption 'Missionaries flee 2,500 miles across China in idaily peril. Twenty-five Canadians in party harassed and fired on by rebels and imperialists.' The article goes on to give the harrowing experiences of 25 Canadian missionaries in China who are escaping from Cheng Tu under the advice and instruction of the British consul there. The statement to which I wish especially to draw the attention of the minister is found lower down:

Two miles above Hawkiang we reached the British gunboat 'Widgeon,' and experienced a great sense of relief. 'We are safe now,' we thought. To our surprise the captain refused to afford us any protection. He turned a deaf ear to our appeals, and sent us on down the river through a district that for hundreds of miles was infested with marauders and full of perils. Had the gunboat been with us, it is altogether unlikely that we should have been fired upon as we were. I beg to draw that to the attention of my beap friend the Minister of Maxime and

I beg to draw that to the attention of my hon. friend the Minister of Marine and Fisheries, and to ask him if he will cause inquiry to be made to ascertain the truth of that report, and if he finds it so, to take such action as is necessary for the protection of Canadian citizens.

Considerable correspondence has taken place regarding the quotation from the Mr. ROGERS.

Montreal 'Herald,' and I desire to submit the following statement in refutation:

With reference to statements appearing in the press brought to the attention of the government, from his place in the House, by the hon. member for West Algoma (Mr. Boyce), on the 15th January last, in regard to an alleged refusal of protection to Canadian missionaries in China by the officer commanding His Majesty's gunboat 'Widgeon,' I desire to inform the House that a despatch has been received by His Royal Highness from the Secretary of State for the Colonies, enclosing a report on the matter from Sir John Jordan, His Majesty's Minister at Pekin.

The minister, who had received a protest, addressed by the party of refugees to His Majesty's Consul at Chungking with the Consul's report thereon, states that the missionaries with other refugees from Chung Tu, having left that place on board a number of junks instead of on the steamer which had been sent under escort of the 'Widgeon' to take them safely past Hokiang, were fired on in passing the latter place.

Sir John Jordan considers that their refusual to embark on the steamer provided for the purpose was unquestionably responsible for what occurred. He points out, that a vessel under steam in a difficult river like the Yangtse, cannot adapt her pace closely to that of a fleet of junks and he unhesitatingly expresses the opinion that Commander Brooke's efforts on behalf of the party merited their appreciation and not their condemnation, and further says that he cannot conceal his deep regret that so serious an indictment should have been brought against an officer of His Majesty's Navy as that of failing in his duty and bring dishonour on the British Flag on such filmsy grounds.

I thought it was only right that I should place on 'Hansard' this statement in refutation of the statement contained in the Montreal 'Herald' and other Canadian papers.

Motion agreed to, and House went into Committee of Supply.

#### SUPPLY.

Administration of Justice, miscellaneous expenditure, \$10,000.

Mr. LEMIEUX. What is this for?

Mr. DOHERTY. It is the usual vote. The services covered include the cost of administration of justice in the Northwest Territories as now constituted and in unorganized territory; general expenditure in connection with extradition cases and fugitive offenders to and from other parts of the empire; copies and translations of evidence required in connection with applications for elemency and small unforeseen items.

North West Territories, \$6,000.

Mr. OLIVER. Where are these magistrates located?

Mr. DOHERTY. I am not in a position to give precise information as to their locations, it is quite probable that the annexation of portions of the territories to the provinces will bring about a modification of this service. I can secure precise information for the hon. gentleman if he desires it.

Mr. OLIVER. Are there two magistrates now under salary in the Northwest Territories?

Mr. DOHERTY. The vote is precisely the same as last year, and no doubt what magistrates were there then will remain until some arrangement is made by the province of Manitoba. I will get the information for the hon. gentleman.

Mr. OLIVER. I understood that the only magistrate in the territories was the magistrate at the Pas, and under the Manitoba Boundaries Bill that will in future be under the jurisdiction of the province.

Mr. DOHERTY. There will have to be some re-arrangement, and it may possibly be that additional judges will be necessary in the province of Manitoba. However, as to that I cannot say.

Dorchester penitentiary, \$43,516.

Mr. EMMERSON. I understand that the services of two officers of the Dorchester penitentiary, have recently been dispensed with.

Mr. DOHERTY. The services of two officers at Dorchester were dispensed with because it was reported that their physical condition rendered them incapable of properly performing their duties. I did not consider it safe to continue them in office under the circumstances.

Mr. EMMERSON. There is no doubt that officers in the position these occupied would have to be in good physical condition, but, considering their families, the case is a very hard one. It is much to be regretted that they could not be continued in office.

Mr. DOHERTY. In both cases these gentlemen received the usual gratuity.

Expenses of litigation, \$15,000.

Mr. EMMERSON. What is this item?

Mr. DOHERTY. This is an appropriation which is made every year providing for expenditures in connection with litigation.

Mr. LEMIEUX. Is it the intention to employ counsel outside of the department to conduct the legal affairs of the government? Formerly the Solicitor-General represented

the courts, and perhaps the Minister of Justice will explain why a Solicitor-General has not been appointed. Does the hon, gentleman not think he would save large amounts of money if he had a Solicitor-General to attend to these cases?

Mr. DOHERTY. The legal services of a Solicitor General may be very useful, but I do not think it would be possible that the Department, even with a Solicitor General, could dispense entirely or even to a very large extent with the services of outside counsel. The hon. gentleman must understand that cases arise in all the different provinces, and are instituted in the courts of those provinces, and under the procedure of those courts they must be carried on by some person on the spot. Furthermore, many of the cases go on simultaneously, and if a Solicitor Generat were no better off than my distinguished countryman who said that he could not be in more than one place at one time barring he were a bird, I do not think we could dispense with the services of outside counsel

Mr. LEMIEUX. Cannot the hon. minister take the House a little more into his confidence and state, as head of the Department of Justice, when it is the intention of the government to appoint that offcer? Outside of the members of the government there are in this House some of the most eminent legal luminaries, not only of the provinces of Ontario and Quebec, but of the maritime provinces. I notice even that one province is not represented in the government. Is it not time that a Solicitor General should be selected from among the members for that province? The hon. minister might tell us whether or not the department has suffered from the absence of a Solicitor General, or, if he does not find such an officer needed, he might tell us if it is the intention of the government to save the expense and abolish the office. I may tell my hon. friend that in my time it was a very im-portant office, and I do not see why the new government should so minimize the important functions of the Solicitor General as not to appoint that officer.

Mr. DOHERTY. I do not know that I am in a position to give the hon. gentle-man a very definite statement as to just when a Solicitor General would be ap-pointed. I think we might gather from some of the observations of the hon. gentleman himself a sufficient explanation. The hon. gentleman has called attention to the abundance of most excellent and capable material from which to select a Formerly the Solicitor-General represented Solicitor General to be found on this side His Majesty in many of the cases before of the House. I heartily concur in his ob-

servations in that respect, but perhaps it is not always true that the abundance of material facilitates the selection.

At six o'clock, House took recess.

### After Recess.

House resumed at eight o'clock.

## PRIVATE BILLS.

# GRAND TRUNK RAILWAY COMPANY.

House in committee on Bill (No. 130) respecting the Grand Trunk Railway Company of Canada.-Mr. Currie.

Mr. CROTHERS. Before proceeding with this Bill I desire to make a few observations. In the first place I want to say that we all recognize that one of the largest problems confronting the people of this country is that of transportation by rail and by water. We all recognize how vitally the development of Canada is connected with the extension an'd improvement of our various railway systems, and how unwise it would be to do anything to cast any undue burden upon the companies operating these various companies, or to do anything that might in any way cripple them, or that might prevent the investment of capital in extending our rail-way systems. While we recognize these things we should also recognize, I think, that railways in this country exist not for their officials and their shareholders only, but they exist in the interests of the whole people of Canada. We have engaged in operating the various railways of Canada somewhere about 120,000 men, forming a class as intelligent and as devoted to the duties of their position as any other class in the country. They have given proof on many occasions of their devotion to duty. We frequently read of a locomo-tive engineer standing with his hand on the throttle and rushing into certain death in order to do everything possible to save the lives of the hundreds of people who are riding in the coaches behind him. We have recognized that railway companies are not private enterprises. The people of this country have contributed very largely to the construction of the various railways in Canada. They are quasi public enter-prises, and not private enterprises. We have recognized that our great railways are the great highways of Canada. They are as essential and as important to the development and prosperity of the country as a whole, as are our ordinary highways in the various localities in the country. This parliament controls the capitalization and the bond issue of the various Canadian railway companies. We have a board of railway commissioners which determines the rates that shall be charged for freight

Mr. DOHERTY.

and passengers passing over these various railways, and that board in hundreds of other ways, exercises control over the oper-ations of the railways, giving evidence that we recognize that these enterprises, as I said a moment ago are not of a private character, but are of a quasi public character. And the question arises, Mr. Chairman, whether the time has not arrived when we should exercise more control over these institutions, in the interest of the whole people, than we do to-day. We find these railway companies, having the class of men that I described a moment ago in their employ, amounting to about 120,000 in Canada, exercising the right to engage these men and to dismiss them at their own sweet will, and the men have no independent tribunal to which to appeal for justice. Now it occurs to me that per-haps the time has come when we should consider whether or not these men should not be looked after by the public a little more carfeully than they are to-day. We all know very well that when a man has worked for 20 or 25 years for a railway company, especially as a train man, he is perhaps, to a large extent; unfitted to enter upon any new occupation or any new employment. The railway companies have an age limit. A man may work for a railway company for 25 or 30 years, and on reaching the age of 50, 55 or 60 he would be permitted to continue in the company's employ for many years to come; but if he is dismissed, it is almost impossible for him to find employment for which he is qualified in any other company. It seems to me that we might very properly extend the power and control of our board of railway commissioners to an investigation of a case where a man claims that he has been unjustly dealt with and unjustly dismissed. I had a case brought to my attention a short time ago, where a conductor on one of our railways had refused to carry for nothing a man who represented to him that he was an official of the road. The conductor told him that he did not know him at all, he had nothing to show that he was an official, and he must insist upon his paying his fare or getting off at the next station. The man paid the fare. He shortly afterwards employed what is known as a spotter to watch this conductor. The spotter a few weeks afterwards reported that the conductor had carried him from one point to another, that he had paid the conductor the regular fare but that the latter had not given him the little slip which is evidence of such payment; and on the strength of the evi-dence given by that spotter, although it was strenuously denied by the conductor, 6565

for several years. The conductor then went back and said: 'This is very unfair. You dismissed me upon the sole evidence of a man who has been found guilty of perjury, in the face of my statement to you that there was no truth whatever in what he said.' The company, however, refused to take him back. Now there is a case, Mr. Chairman, where it seems to me that man ought to have had an opportunity of going before some independent tribunal and of establishing before that tribunal that he was unjustly dismissed; and I would see to it, Mr. Chairman, that that tribunal should be the Board of Railway Commissioners, clothed with power to pronounce an order, or judgment, which would compensate a man who had been so unfairly treated for the injury he had received, a judgment such as could be enforced by the officers of the law. As the matter stands to-day we have no legal means of enforcing an award made by, for instance, a board of investigation. The railway com-pany may observe that award or it may refuse to observe it just as it sees fit. It will be remembered by hon. members that early in the year 1910 certain employees of, I think, three railway companies in Canada—the Grand Trunk, the Canadian Pacific, and the Toronto, Hamilton and Buffalo Railway companies had a dispute with their employees respecting the rail-ways' schedules of wages.

The board was appointed. Mr. O'Don-oghue, of Toronto, barrister, was selected by the men as their representative Hon. Wallace Nesbitt, K.C., was chosen by the railway companies, and Mr. Atkinson, of the Toronto 'Star' acted as Chairman of the board. The three cases were heard together. An award was then made in each case. The members of the board were not unanimous. Two of the members, Mr. Atkinson and Mr. O'Donoghue, agreed substantially in granting the demands made by the men in each of three cases. Hon. Mr. Nesbitt returned a minority report. J believe that not one of the railway companies accepted the finding in full, but the Canadian Pacific railway, very shortly af-terwards and without any further trouble, entered into a satisfactory agreement with their men. which has been observed ever since, as did also the Toronto, Hamilton and Buffalo railway, and they have had no trouble since. The Grand Trunk railway refused to accept the award of the majority of the board and failed to reach any agreement with their men, and the strike, which will be in the memory of every one present, occurred on the 18th July, 1910. The people throughout the country, especially the people of the province of Ontario, were very seriously inconvenienced by the strike; and the government of the real and secured that interpretation of

day-very properly, I think-intervened to endeavour to bring about an amicable settlement between the Grand Trunk Railway Company and its employees in order that the business of the company might be carried on and the great loss and inconvenience that the public generally was suffering should no longer continue. An agreement was arrived at between the railway company and the men on the 31st July, 1910, a duplicate of the original of which I have in my hand and which, with the per-mission of the House—as it is very short-I will read:

Montreal, July 31, 1910.

By way of settlement of the existing difficulties:

1. The company will put back as soon as possible the men other than those who have been or may be found guilty of acts of violence or disorderly conduct, the understanding being that there is to be no coercion or intimidation used towards the new men.

2. The company will put into force from 1st May, 1910, the rates named in schedule of rates dated July 18, 1910, those rates to be embodied in the present schedules now in effect on this line, it being understood that these rates shall in no instance effect a reduction in existing rates.

3. The company will, on January 1, 1912, make effective in train and yard service on the Grand Trunk railway the rates of pay and the rules contained in the schedule or agreement on that date in effect on the lines of the Canadian Pacific railway east of Fort William. The three above propositions shall apply also to the Central Vermont Railway; Company, the said railway to be substituted for the Grand Trunk railway, and the Rut-land railroad to be substituted for the Canadian Pacific railway wherever the same are used or understood in the above. In the case of the Central Vermont by the schedule of rates dated July 18, 1910, is meant the sche-dule issued by the management of that company since July 1st.

Now, it will be observed that this agreement provides for three things: First, the men who had gone out on strike should be put back, other than those who had been guilty of violation of the law or of misconduct or of intimidation; that they should be put back as soon as possible. Second, that the company would pay the men, as from May 1, 1910, at a certain rate of wages; and, third, beginning with the 1st of January, 1912, they would make effective the rules and scale of wages then in force on the Canadian Pacific railway.

A few days afterwards the words 'as soon as possible' it was agreed should be interpreted to mean 'within 90 days.' I believe that Sir Frederick Borden, who was then Minister of Militia, and the hon. Mr. King, who was then Minister of Labour, as I said a few minutes ago, intervened in the interests of the public, went to Mont-

these words 'as soon as possible,' and so instructed the men. Now, Mr. Chairman, I am not here to find any fault with any action that was taken by the late govern-ment in this regard, but the facts are that in the way in which I have indicated the government intervened, and the men who were interested in the matter were led to believe that the agreement entered into by the Grand Trunk railway with the men had been entered into with the government, and that the government of the day would see to it that that agreement was carried out. On being instructed that such an agreement had been made, the men quit the strike and returned to work, that is, the great majority of them. It transpired afterwards that a number, between 200 and 300, had not been taken back, and complaints were made that they were not taken back. And I believe the government sug-gested to the management of the Grand Trunk Railway Company that they should name a man-and I am advised the government did name judge Barron, of Stratford -to investigate each particular case and report as to whether the men whose conduct was so investigated were entitled under the terms of this agreement to reinstatement. The manager of the Grand Trunk Railway Company, on the 20th December, wrote to His Honour Judge Barron in these words:

Montreal, December 20, 1910. Mr. Justice John Barron,

Stratford, Ont.

Dear Sir,—You are doubtless more or less familiar with the circumstances arising in connection with the recent strike of the Grand Trunk trainmen and yardmen and the fact that there are a certain number of them as yet not reinstated in the service of the company.

Hon. members will observe that Mr. Hays, the manager of the road, in his letter to his honour Judge Barron, uses the word 'reinstated.' I will ask hon. members to bear that in mind, because it is important in respect of some references I shall make later on.

There has been some question as to reasons why the men have not been re-employed. The company has taken the position that they have fulfilled any obligation that might have rested upon them to reinstate other than those who had been guilty of acts of violence, disorderly conduct or intimidation. There is no disposition on the part of the officers of this company to do other than treat its employees with fairness, and your name having been mentioned, and understanding that your selection would be entirely agreeable to the government, I shall be glad if you could see your way clear to undertake a personal investigation of the facts in such cases as may present themselves for hearing, taking evidence as to the charge involved in each case

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both from the men themselves and from the company and thus report to me your finding in each case.

It would doubtless facilitate the disposition of these matters if you could find it convenient to hold such hearings at the points where the majority of the men reside, such as Brockville, Toronto, Stratford, Sarnia, Fort Erie, Niagara Falls, &c., and if you could, without too much inconvenience, as the investigation progresses, I should be glad to have you do so. Yours truly,

C. M. HAYS, President.

That letter was answered by His Honour Judge Barron the next day, on the 21st December, 1910, in these words:

C. M. Hays,

President, Grand Trunk Railway Company, Montreal, Quebec.

Montreal, Quebec. My dear Sir,—I am in receipt of your letter of the 20th instant. From what you say, and your anxiety to do only that which is just in the premises, there can be nothing I apprehend in the way of my acting in the manner suggested. I must, of course, have an absolutely free hand. It is immaterial to me what the method of my appointment may be or from whom or by whom it comes, the result and my report will be just the same, so far as I am concerned.

Yours very truly,

JOHN A. BARRON.

Judge Barron proceeded to investigate those charges at the various points named; his investigations extended over a number of months. He made a report to the Grand Trunk Railway Company, or to its manager, Mr. Hays, a copy of which I have never been able to get. It will be remembered that efforts were made time and again, after the judge had made his investigations, to induce the company to reinstate the men whom they had refused to reinstate, and who had been recommended for reinstatement by Judge Barron. It will be remembered also that in the month of August last, the judge went to Montreal to try and induce the company to take back the remainder of those men that had not been taken back. I have the original report in his own handwriting in which he says:

Names of persons recommended for reinstatement.

At these different points. This shows that he recommended for reinstatement as men who had not been guilty of any violation of law or acts of intimidation, the names of 138 men. That report is dated the 18th of August, 1911. On being placed in charge of the Department of Labour, I wrote to Mr. Hays and asked him for a copy of Judge Barron's report. I wrote to him on the 22nd of November, 1911, in these words: 6569

Re Grand Trunk Railway Strike Inquiry. Some months ago His Honour Judge Barron, of Stratford, conducted an inquiry, at the of Strattord, conducted an inquiry, at the instance of your company into certain mat-ters arising out of the strike during the summer of 1910 of conductors and trainmen employed by your company, the special point of the inquiry being the determination generally of the number of former employees not reinstated after the strike, and who wight appear under the terms of settlement might appear, under the terms of settlement, to be entitled to reinstatement. The departwas in due course forwarded to your com-pany. So far as the department is aware, the report has not been made public, and no the report has not been made public, and no copy has been received in the department. I am to state however, that the minister will be obliged if, in the event of a copy of the report being now available, it might be for-warded for his information. The minister will be obliged also if you will kindly forward statement giving particulars as to any employees concerned in the strike who have not been now reinstated, with reasons why reinstatement has not taken place. Representations are being made to the minister from various quarters, and the minister is desirous of learning your company's view in the matter, so far as you may desire to state same. The minister I am to add will be pleased if this communication may receive your early and careful attention.

To that letter I received a very short reply dated the 28th of November:

I have yours of November re report of His Honour Judge Barron of Stratford, and reling been made for my personal informa-tion, is not available for publication. An-swering your further inquiry, will say that the company has taken into its service all employees concerned in the teils employees concerned in the strike in regard to which it was considered there were any to which it was considered there were obligations on the part of the company. Yours truly, C. M. HAYS,

President.

It will be seen that he refused in so many words to give us the report made by Judge Barron. I was prepared then, as I am now, to accept the finding of Judge Barron as to whether any particular man was entitled to reinstatement. It occurred to me then, as it does now, that it was not unreasonable to ask the company to reinstate the men whom the man they chose to investigate the matter reported were entitled to reinstatement. I subsequently received a copy of Judge Barron's report dated August 18, 1911. In that report he deals with each particular case, and states whether each man was entitled to reinstatement under the terms of the agreement entered into on the 31st day of July.

Mr. MURPHY. Is that the report which was written to Mr. Hays?

Mr. CROTHERS. This is a copy which I hold in my hand. But I have here in aware of any one who has been re 2083

his own handwriting a list of the names whom he says he recommended for reinstatement. He dealt with each case.

Sir WILFRID LAURIER. Was that report made by Judge Barron to Mr. Hays?

Mr. CROTHERS. It was made by Judge Barron to Mr. Hays. I understand now that Judge Barron made two reports to Mr. Hays, the first of which, as my right hon. friend will remember, I never was able to see. This is a later one. The first one I understand simply stated whether he had found each particular man guilty of any act, and what it was. This one is clearer and fuller, and indicates more directly the conclusion that he reached. It is dated the 18th of August, and is addressed to C. M. Hays, president of the Grand Trunk Railway Company, Montreal. The report mentioning the name of the individual I give two or three cases as samples, but without mentioning the name of the individual:

This man's case, in my opinion, does not come within the terms of said agreement, and therefore he should be taken back.

Another one is in similar terms:

This man's case, in my opinion, does not come within the terms of the agreement, and therefore he should be taken back.

Here is another case:

This man's case, in my opinion, does come within the terms of said agreement, and he therefore should not be taken back.

And so he goes through the whole list. The number of those whom he found en-titled to reinstatement was, as I said, 138, whose names I have in his own handwriting.

To this day many of these men have not been taken back. Some of them, I understand, have been taken back, but not reinstated.

Mr. GERMAN. How many have not been reinstated?

Mr. CROTHERS. The number seems to vary. Within the last ten days I have got the best information available. I have written to our correspondents of the 'Labour Gazette' at these various places, and asked them to inquire and send the names of those recommended by Judge Barron for reinstatement who have not been reinstated. I have received other communications from men themselves. As nearly as I can arrive at it there are some forty or fifty recommended by Judge Barron who have not been reinstated. Of those who have been taken back very few, if any, have been reinstated. Some of them have been taken back into the employ of the company as new men. I am not

instated, that is put back into position equal to the one he had at the time of the strike. Of course it is said that they never intended to reinstate any-body, that all they ever intended to do was to take them back in their employment, but you will remember that Mr. Hays, in his letter to Judge Barron, uses the word 'reinstate.' Judge Barron after making his investigation sent a special telegram to each one of these men, and in that telegram, a copy of which I have here, he tells them to report to their respective local superintendents for reinstatement in their former positions. I have also a letter by Judge Barron in which he says they were to be reinstated. That is what I have always understood, that they were to be put back into the places which they vacat-ed when they went out on strike. Now, a large number of them have not been taken back. I have endeavoured to induce the manager of the Grand Trunk Railway Company, by all reasonable means in our power, to take these men back. I have communications from him in which he denies ever having agreed to take anybody back. I have a communication from him in which he says he never asked Judge Barron to recommend anybody for reinstatement. I have suggested within the last few days that they give an undertaking to give these men reported on favourably by Judge Barron, an opportunity to resume work. For instance, I suggested that they should give notice within 20 days, and then give each man 10 or 15 or 20 or whatever number of days might be thought reasonable to re port whether or not he desired to return to work, and if he expressed a desire to return to work then that they should re-instate him within another reasonable number of days, 20 or 30. They have utterly refused to do anything, they said they had done all they were under any obligation to do.

Mr. HEPBURN. In connection with this matter of reinstatement, has Mr. Hays mentioned anything to the minister in regard to the pension system?

Mr. CROTHERS. He has never men-tioned anything of that kind to me. I understand from different sources that the Grand Trunk have held in every case that any man who went out on strike would lose his right of pension because one of the conditions on which a man would be entitled to a pension was con-tinuous service, and if he broke service from July 18 to July 31, he would lose all right to a pension. That is one of the complaints the men make to-day, that the Grand Trunk Railway Company has not carried out the plain terms of its agree-ment, that they did not reinstate any of Mr. CROTHERS

the men, that the few who have been taken back have been put in inferior positions.

It will be noticed that by the second paragraph of this agreement they agree to give the men a certain scale of wages to date from May 1st of that year, although the agreement is dated July 31, which would give them extra pay for three months. I am told on authority which I credit that they have not given the men this extra pay for the three months, they certainly have paid none of those who have not been taken back and but very few of those who have been taken back. The third provision of this agreement is that on the 1st day of January of this year they would make effective on the Grand Trunk Railway system the rules and scale of wages then obtaining on the Canadian Paciic railway. They did that. The men were perfectly satisfied with their performance of that part of the agreement. They did put into effect the same rules and schedule of wages as obtained on the Canadian Paci-fic railway on the first day of January, but on the 29th February, just two month-after they put in force the new scale of wages, they gave notice—and I have a copy of that notice here—that on the 1st day of April they would discontinue the new scale of wages and return to the scale made effective on the 1st day of May, 1910. I have that circular in my hand sent me by the manager of the Grand Trunk Railway Company, under date February 29, giving that notice to all these men who were doing service on what is known in railway parlance as branch lines, which hon. members will probably know is not confined to branch lines, but includes a number of trains being operated on the main line; branch lines rather means a certain class of trains. They proposed by this notice to reduce the wages back to what they were to be on the 1st day of May, 1910, and which had been in effect from May 1, 1910 until January 1, 1912. The change makes a reduction of from 15 per cent to 25 per cent in the wages of these men. I have suggested to the manager of the railway company within the last few days that his action in putting in force that scale of wages on the 1st day of January and giving notice on the 29th day of February that they proposed to go back on it to the extent of from 15 per cent to 25 per cent was not a fair and reasonable carrying out of the agreement into which they entered on the 31st day of July.

Mr. MACDONALD. About what percentage of increase did the men get by the new arrangement coming into force on 1st January last?

find, for instance, a conductor who in 1911 received \$100 would receive under the new scale put into effect on the 1st day of January, \$125. A baggageman whose wages in 1911 were \$60 would receive under the new scale \$75, brakemen whose wages in 1911 would be \$55, under the new scale became \$70. So that they proposed to reduce the wages established on the 1st of January, 1912, say from fifteen per cent to twenty-five per cent. I suggested that it would be only a reasonable thing to allow that scale of wages to continue in force for a year, being nine months longer, and I think I may say, without divulging any secrets, that Mr. Wainwright himself expressed the opinion that that was a reasonable proposition, but he was not in a position to give any undertaking. Now, the reason given for this reduction is, that when the Grand Trunk Company entered into this agreement in 1910, they were not aware that when this new scale of wages was put in force the wages received by the men would be as high as they turned out to be. The new scale was to be upon a mileage basis rather than upon a trip basis. That was what the men contended for in the various companies: that they should be paid by mileage rather than by trips. And, it is said now, the Grand Trunk Company did not know when they entered into that agreement, what the effect of putting it into force would be. I have here a copy of the award made by Mr. O'Donohue and Mr. Atkinson, as the majority of the board, and that made by the Hon. Wallace Nesbitt being the minority report, in which the latter says:

The Grand Trunk officers say that payment per mile in passenger, mixed and way freight service, adopted on their system, would be quite unworkable as many of these small side lines necessarily have little mileage durside lines necessarily have little mileage dur-ing the month as compared with the mileage made on the long run over the double-track system. The Grand Trunk system has been operated for a great many years by what is called specified runs; that is, the men are getting so much per month; they know pre-cisely what the wage is and precisely what their work is. Under the other system the men's earnings per month are dependent en-tirely upon what work he gets to do and some of the work he performs he performs much more easily and quickly than on other parts of the system, and if you paid so much per mile, quite irrespective of whether the man could make a run quickly and easily, or slowly and with difficulty, it seems to me that a great injustice is likely to result. After hearing all the evidence and the discussions pro and con, my view would be to add to the present rates of pay all over the system, so far as the trainmen are concerned, fifty per cent.

Here you have the gentleman who was

that report and pointing out the disadvantage in his opinion of the mileage system of operating instead of the trip system. The Grand Trunk Railway Company had that report, in which he points out as well that some men who could do their work quickly and easily would be getting more pay than others who require a long time to do their work and who would encounter more difficulty. They had that finding in their possession long prior to the date when they agreed to do that very thing. I have submitted all along, and I submit to this House now, that there is no good ground for an individual or a company to say: I discover now that the agreement I made with you is disadvantageous to me and, therefore, I will break it. Allow me to repeat: The Grand Trunk Company had in their post-session the finding of their arbitrator—if I may so term the man they chose to act for them—pointing out the very dif-ficulty they say they are now encountering. It, therefore, follows that they did not make this agreement in ignorance of how the proposed new scale would work out. They knew full well how it would work out. Now, Mr. Chairman, I do not think I have anything further to say in regard to the matter. There is no legal machinery known to me whereby a com-pany in the position of the Grand Trunk Railway Company with respect to this matter, can be compelled to observe an agreement deliberately entered into (acted upon by the other party), and repudiate it to-day because they find it inconvenient to carry it out. It seems to me, Mr. Chairman, that the time is not far distant when it will be the duty of this parlia-ment to provide means whereby a quasi-public institution like the Grand Trunk Railway Company can be compelled to treat its employees fairly and decently and to carry out the agreements they make with those employees, just as one individual is compelled to carry out his agreement with another individual.

Mr. HEPBURN. In that agreement. made between the representatives of the trainmen and conductors, and the Grand Trunk Company, was there any provision in respect to the pension or superannuation fund?

Mr. CROTHERS. I have read the whole agreement and there is no reference whatever to that.

Mr. WEBSTER. I regret very much to see rumours of another strike on that great Grand Trunk Railway system. I also see that there has been a delegation of the railway employees in the city of Ottawa for the formation of a conciliation board which I think would be in the interselected by the railway company making ests of this whole country, the men them6575

selves, the railway companies, and every man who is engaged in commerce in Canada. How is it that unfortunately we see more trouble between the Grand Trunk Railway people and their men than on all the other trunk lines in this country. I believe it is not hard to trace the origin of that trouble after hearing the remarks of the Minister of Labour. All that the men asked for, previous to the strike of 1910, was the standard wage paid by the Canadian Pacific Railway Company, and I think that any railway system that has been dealt with so generously as the Grand Trunk railway has been dealt with by the people of this country should be the first to see that their employees were properly recompensed for the labour they perform In the town of Brockville, which I represent, we have a very vivid remembrance of that strike. It cost that town \$1,200 or \$1,300 to pay the militia that were in camp there to protect the Grand Trunk property, and I must say that it was a very unfortunate thing that that strike ever did occur. I believe that if we had had a con-ciliation board to regulate the wages, that strike would have been averted. The experience of that strike was that it was not the railway employees who created any dis-turbance, but their sympathizers who had the interest of the men at heart. When they saw strike-breakers being imported in uney saw strike-oreakers being imported in vanloads from the American republic, to take the place of our good honest hard-working citizens, men who had spent the very best years of their lives in furthering the interests of that railway; when the people saw these men walking around the streets whilst those who had been imported are attick breakers were concreting the trains as strike-breakers were operating the trains they naturally became indignant. I think it is also generally known that the infraction of the immigration laws on that oc-casion was winked at by allowing these strike-breakers to come into Canada. I am sorry to say that the government of the day did not see fit to say to C. M. Hays that he should treat his employees on fair and equitable grounds.

I was present at the Grand Trunk station in Brockville at the time of that unfortunate occurrence, and I did not see any Grand Trunk man raise his hand to injure the property of that company. But un-fortunately there were some men and women who did act unwisely, who were simply carried away by the thought of those people being persecuted in the way they were. Now, where has Mr. C. M. Hays got this officials to fill his best and important offices in connection with the Grand Trunk railway? Have they been good loyal young Canadians? No. He has imported them from the United States. I am told by some of the older employees of the railway that whenever an mous consent of the House.

Mr. WEBSTER.

office became vacant, if it is an office high up in the service, the man to fill it is brought from the United States. Mr. Hays imports into Canada men from the railways he was formely engaged on, to take these high offices, to the dis-advantage of the men who have ably served their time here. I know that we had men walking around the streets of Brockville who had nothing to do with that strike and who had to do with that strike, and who had devoted the best of their lives to the interests of the Grand Trunk railway. I think it is much to be regretted that Mr. C. M. Hays has not seen fit to carry out the agreement he made with the men. Mr. Hays had the honour of naming the arbitrator in this case; he named Judge Barron, and Judge Barron sent to Mr. Hays his report; and yet these men are still unemployed. I am free to admit that some men have been taken back, but they have not been reinstated in their former positions. I know a conductor who has been 27 years in the service, a man who has not had a stain on his character during all that time; yet he has been offered the chance to start freight-breaking again. If you have read the papers to-day, you will have seen that a man who was in the em-ploy of the Canadian Pacific railway as a train despatcher, for one slight mistake, has lost his position. There is no place in this country where a man will lose his position so quickly as in connection with an error made on a railway.

Mr. SPEAKER. The hour for private Bills has expired.

Mr. CURRIE. I would like to ask if there will be another opportunity, before the session closes, for bringing up this Bill? While my sentiments on this strike question are with the men, at the same time I realize that it is important that this company should next year spend \$30,000-000 on the great works which are depending on this Bill passing, among them the viaduct at Toronto.

Mr. BARKER. Mr. Speaker, with the consent of the House I beg to move:

That the order of this day, that Bill (No. 192) (letter K3 of the Senate), intituled 'An Act to amend an Act of the present session intituled An Act to incorporate the Ottawa and Lake McGregor Railway Company,' be read a second time to-morrow, be discharged, and that the said Bill be now read the second time, and that all rules relating thereto be sus-pended, and that the said Bill be placed on the orders for this day among private Bills for consideration in Committee of the Whole.

Mr. SPEAKER. As the motion of the hon. member is irregular, according to our rules, it can only be made with the unaniSir WILFRID LAURIER. This is a matter of urgency, as was explained to-day by my hon. friend from Hamilton (Mr. Barker) and I think the House will agree that under the circumstances the rules should be suspended so that the measure can be proceeded with.

Motion agreed to, and Bill read the second time.

#### SENATE AMENDMENTS TO BILLS.

Mr. LENNOX. Mr. Speaker, referring to the matter that was discussed this afternoon, the mistake that occurred in relation to two Bills through the inadvertence of the officials, I wish to move for leave to introduce a short Act for the purpose of correcting the mistake. I believe I have the consent of the right hon. leader of the opposition.

Sir WILFRID LAURIER. As this was an obvious error, I think under the circumstances the unanimous consent of the House ought to be given.

Mr. BORDEN. The matter was brought to the attention of the House by the hon. member for Westmorland (Mr. Emmerson) and I am satisfied that the unanimous consent of the House ought to be given to the motion of my hon. friend.

Mr. LENNOX. I move for leave to introduce Bill (No. 194) to amend an Act of the present session intituled An Act respecting the Montreal Central Terminal company.

Mr. LAPOINTE (Montreal, St. James). I would like to ask the hon. member, who is chairman of the Railway Committee, if that brings this Bill before the House as it was when it came from the Senate?

Mr. LENNOX. No. The Bill as it came from the Senate proposed to incorporate certain amendments which were sent to the Railway committee for consideration.

The Railway Committee considered those amendments and they adopted one or two of an unimportant nature as made by the Senate, but two amendments as made by the Senate the Railway Committee reported against. That report was duly presented to the House and the intention of the House, I believe, at the time, was that the action of the Railway Committee should be adopted. But through an inadvertence, and it not being placed before the House exactly in the proper light, the Bills as amended by the Senate were adopted, rejecting the recommendation of the Railway Committee. The Bills I am now introducing are for the purpose of carrying out the recommendation of the Railway Commission and I understand that was the intention of the House the

other night. I was not present on that occasion.

Motion agreed to, Bill read the first and second time, and the House went into committee thereon.

Sir WILFRID LAURIER. This Bill should be read a second time to-morrow morning.

Mr. BORDEN. We are in committee on the Bill. It has already received its second reading.

Sir WILFRID LAURIER. Then progress had better be reported.

Progress reported.

Mr. LENNOX. I would like with the consent of the House to introduce a Bill entitled 'An Act to amend the Act of the present session respecting the Montreal and Eastern Railway Company.'

Motion agreed to, and Bill read the first and second time.

Mr. BORDEN. Perhaps my hon. friend (Sir Wilfrid Laurier) would have no objection to this Bill being placed in the same position as the other. It could then be taken out of committee until my hon. friend has had an ample opportunity of examining it.

Sir WILFRID LAURIER. That will be all right.

House in committee, and progress reported.

#### PRIVATE BILLS.

Mr. CURRIE. I asked a question a few moments ago in regard to Private Bills. Would it be possible to get an answer?

Mr. BORDEN. As far as Private Bills are concerned, if the House should sit on Monday, as seems probable at present, Private Bills will be the first order, and there will be ample opportunity for their consideration. If it should appear that it is desirable to complete all the business of the House to-morrow, I think it would be only reasonable to call up the order of Private Bills by consent, so as to have them disposed of. In any event Private Bills will have an opportunity of being dealt with.

# REPORT OF PRINTING COMMITTEE.

Mr. CURRIE moved that the third report of the Joint Committee of both Houses on the printing of parliament presented on the 13th instant be concurred in. He said: I had to leave for the west the day after this report was presented to the House and upon returning I did not see it on the order paper, and it occurred to me that this work should not be left undone.

Motion agreed to.

## SUPPLY.

House again in Committee of Supply.

Expenses under the Pecuniary Claims Convention with the United States, \$25,000.

Mr. MURPHY. Has any work been done in connection with this item?

Mr. DOHERTY. I cannot say that there has been any very considerable amount of work done, but we are engaged in preparing the cases. There are a number of claims that require verifying and so forth. I understand that the commission will hold its first session next fall, and we have employed one gentleman at least in preparing the record of the cases and gathering evidence.

Mr. MURPHY. Who is he?

Mr. DOHERTY. I think the gentleman is Mr. O'Connor from Nova Scotia, but I can make sure if my hon. friend wishes.

Grant to assist the Canadian Association for the prevention of tuberculosis, \$10,000.

Mr. GRAHAM. My hon. friend might give us some information as to what that association is doing?

Mr. DOHERTY. I confess that I do not think the work of this association comes within my department properly speaking, and I am not able to give very much information on the subject. The Minister of Agriculture would know more about it than I do. It is hardly a law matter.

To provide for expenses of Conservation Commission, \$65,000.

Mr. GRAHAM. I do not know exactly to which minister to refer, but I think some member of the government will probably be in a position to tell us something about the work of this commission. As I understand it the commission has been taking some part in the protest against the diversion of the water from the lakes by the Chicago canal. Will the government please explain what has been done in that regard?

Mr. HAZEN. The hon. gentleman is aware that application was made by the Chicago Sanitary Commission to the Secretary of War of the United States, for permission to divert 10,000 cubic feet of water per second from Lake Michigan for the sanitary purposes of Chicago. Of course he is familiar with the tact that a canal was constructed for the purpose of draining into it the sewage of Chicago, and the water was diverted from Lake Michigan

Mr. CURRIE.

to find its way ultimately into the Mississippi river. The Secretary of War for the United States is the official having charge of navigation. Notice of this application was given to the different shipping interests throughout the country.

Mr. LEMIEUX. Will the hon. gentleman allow me to intervene with a question? Am I correct in my recollection that an arrangement was made between the two governments or by the members of the Joint Commission created when the treaty was passed, that only a certain quantity of water should be taken from the lakes for the Chicago canal?

Mr. HAZEN. Only that could be taken which was necessary for domestic and sanitary purposes; and while it was never actually embodied in an agreement, though there was never an agreement on the subject, yet the old Waterways Commission—I refer to the commission of which Sir George Gibbons was Chairman—reported that the amount that they should take should not exceed 10,000 cubic feet per second. The amount actually taken, I believe, was something like 4,000 cubic feet per second. I am speaking from recollection, as I did not know that this question was to come up.

Mr. LEMIEUX. The point I wanted was that the quantity was less than that applied for.

Mr. HAZEN. The hearing was to be be-fore the Secretary of War on the 27th February. My attention was called to the matter a few days before that, and I requested Mr. Stewart, who is chief of the hydrographic survey of Ottawa, and Mr. John Kennedy, consulting engineer of the har-bour commissioners of Montreal, a gentleman who has had a long experience in regard to the waters of the St. Lawrence system, to represent Canada before the Secretary of War. At the hearing on the 27th of February a large number of United States people were heard who were interested in the navigation of the lake, also protesting against this permission being granted. The matter was then adjourned until the day before yesterday, which day was agreed upon for the hearing of Canadian interests. After Messrs. Stewart and Kennedy came back and reported to us, I asked the gen-tlemen interested in the Dominion Marine Association, the Shipping Federation, and others interested in the navigation of the lakes to meet me at Ottawa. As a result of the consultation I had with these gentlemen, I appointed Mr. Kennedy, Mr. Forneret, who had charge of the work of deepening the channel of the St. Lawrence river from Montreal to the sea, and Mr. Stewart as a committee to prepare the Canadian case to be submitted to the Secre-

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tary of War. The Minister of Public Works was kind enough to allow an engineer from his department, Mr. St. Laurent, to act with these gentlemen. The committee were given authority to engage such a sanitary expert as they thought necessary to advise them in the matter, because it is contended that no such quantity of water as 10,000 cubic feet per second is needed purely for sanitary purposes, and there is an idea-I do not say whether rightly founded or notthat this water is not required for sani-tary purpose alone, but is wanted to develop power and for purposes of navigation. I also told these gentlemen that if they desired the services of counsel, I should be happy to name counsel for them. A day or two after they had entered upon the preparation of the case they came to me and said they desired the assistance of me and said they desired the assistance of counsel. I retained Mr. Samuel Mul-lin, K.C., of St. John, N.B., a gen-tlemen of standing at the bar in the province from which I come, and who was admitted to the bar on the same day I was. Mr. Mullin came here, and we had consultation from time to time as the case went on, with Mr. King, coun-sel representing the Dominion Marine As-sociation, Mr. Meredith, representing the Shinning Ecology in a function of Marine and Marine Shipping Federation of Montreal, and Mr. Blackstock, representing certain power in-terests in Ontario. Thus the case was pre-pared. And the day before yesterday the case from the Canadian standpoint was presented to the Secretary of War. I had the opportunity to go over the case as prepared, the brief or factum which was filed, and my opinion is that the gentlemen charged with the duty of preparing Canada's case did their work very thoroughly and with a great deal of care. All the facts showing exactly what the diversion would mean in the lowering of the waters of the St. Lawrence and the lakes as proposed were clearly but. It was also clearly shown to what enormous expense Canada would be put if the waters were lowered and we had to construct additional harbour works and do the additional dredging required; and it was also pointed out the tremendous loss that there would be to shipping if the waters of the St. Lawrence and the lake were lowered and the ships were not able to carry as large cargoes as they carry now. I believe that after the Canadian case was pre-sented, counsel representing those who were applying asked for opportunity to file another brief in regard to the matter. Leave was granted by the Secretary of War, but at the same time provision was made that if they filed another brief those repre-senting the Canadian interest should have an opportunity also to furnish an addition-

might be furnished by the representatives of interests in the United States. That, in brief, is what has been done. I am sorry I did not know the matter was coming up that I might prepare a fuller and more accurate statement. Not only is the strongest possible protest being made by Canada and by individual interests in Canada, but a very strong protest is being made also by a number of important interests in the United States. The matter is under advisement by the Secretary of War. I may say that those who were representing Canada took the ground, so that they might not be precluded from talking in the future —if this application were allowed by the Secretary of War there should be the right to have it referred to the international Joint Commission on waterways for the purpose of obtaining fuller and more accurate information on the subject in order that the matter might be more fully considered and dealt with.

That is the way the matter stands. I think everything was done that could be done to protect Canadian interests and the department has been acting in complete harmony with the other interests I have mentioned.

Mr. GRAHAM. I think the House will not regret that my hon. friend did not have notice, because he could not have given a better résumé of the situation if he had had weeks of notice. The country will be much interested in this statement of the Minister of Marine and Fisheries. So far as I am concerned, I want to compliment the department and the government on taking the prompt and active measures they have taken, in which they will have the endorsation of the entire people of the Dominion of Canada.

Mr. MURPHY. What interests did Mr. Blackstock represent at the conference to which the minister alluded?

Mr. HAZEN. Mr. Blackstock was at Washington when Mr. Kennedy and the other gentleman I mentioned went there, on the 27th of February. He was representing certain power interests. I forget the name of the company, but it was the company of which Mr. Robert J. Fleming of Toronto is the president.

the ships were not able to carry as large cargoes as they carry now. I believe that after the Canadian case was presented, counsel representing those who were applying asked for opportunity to file another brief in regard to the matter. Leave was granted by the Secretary of War, but at the same time provision was made that if they filed another brief those representing the Canadian interest should have an opportunity also to furnish an additional brief so as to meet any further case that lowered within the past ten or fifteen years, three feet. Living as I do for a number of years in that part of the country, I think Mr. Sing was well within the mark in making that statement. Mr. Sing has made an investigation and a thorough study of the whole question. But whether the subsidence of the water is due to natural causes, or due to the fact that the American government has spent a large amount of money near Detroit in order to permit vessels of greater draught to go past there, did not seem to be quite clear. Some causes at all events have been at work, and the waters of the upper lakes are receding rapidly. Mr. Sing had this suggestion to make, that at a point above Sarnia, with the co-operation of the American gov-ernment, wings might be placed by way of dams, and that during the winter months the water might be retained and then gradually during the summer season permitted to come down. Another scheme was that at a point near Port Colborne a similar style of structure should be erected and it was thought it would have the same effect. Since this matter has been under discussion, and since the question I have referred to is cognate to the other, I think the Department of Public Works or the Department of Marine and Fisheries, during the coming summer, should place a corps of engineers, or some capable men, to make a thorough and complete investigation into this matter, so that at the next session of parliament they may be in a position to report. It is a serious matter to which the Minister of Marine and Fisheries has referred to-day, and it is of great interest to the whole Dominion. Immense sums of money have been expended for dredg-ing in the past few years by reason of the receding of the water, and date. I would respectfully urge upon the government that, during the com-ing season some officials duly qualified from one of the departments should be instructed to make exhaustive surveys, and to suggest some plans, so that at the next session of parliament we may be in a position to grapple with the subject.

Mr. HAZEN. I may add that the Conservation Commission was also represented at Washington by their secretary, Mr. James White, and he filed a brief with the Secretary of War.

Grant to assist the Canadian branch of the St. John Ambulance Association, \$2,500.

Mr. EMMERSON. I would like some explanation of this item.

Mr. DOHERTY. There doesn't seem to be any one here with the information. The item might stand.

Mr. BENNETT (E. Simcoe).

Mr. GRAHAM. I think application was made to the Minister of Railways as head of the Intercolonial railway, asking for a grant for this association on the very reasonable grounds that other railways were giving a grant to it. The object is to provide first aid assistance to people who are wounded, and as railway men are especially liable to accident, railway companies are assisting this association. It is doing first-class work.

Mr. HAZEN. I know there are branches of this institution all over the country, in different cities and towns. The object is, as stated, by the hon. member for South Renfrew (Mr. Graham), to give early and effective care to people who are injured, for instance, to staunch the flow of blood, or to tie up an artery, by which means lives may be saved. It is regarded as so important that the Canadian Pacific railway have granted, I believe, \$25,000 to this association for the purpose of instructing classes of its employees at different points along its railways, in the methods of giving early and effective assistance to people who are wounded.

Ottawa Branch of the Royal Mint, \$25,000.

Mr. GRAHAM. A few weeks ago my attention was called to a number of 25 cent pieces that were in circulation but were not milled on the edges. The Finance Department were not able to find that they were largely in circulation. The Minister of Justice might mention this to the Finance Department to see if the department ascertained where they came from. They were a splendid imitation but not milled and so evidently did not come from our own mint.

Civil Government-Department of Justice including penitentiaries branch, \$275.00.

Mr. DOHERTY. This is to provide for the salary of Mr. Leslie who was promoted by an order in council passed by the late administration. The order in council pro-moted Mr. Leslie, one of the oldest em-ployees of the department and secretary of the department, into class 'A' of the first division. After the passing of the order in council which created the position, proceedings were taken to bring about the promotion, but one of the Civil Service Commissioners declined to give the necessary certificates, as I understand it, not because Mr. Leslie was not, in his opinion, qualified to perform the duties, but because in his judgment the duties were not such that the government should place the incumbent of that position in subdivision 'A' of the first division. Under the section of the statute there is not room for doubt that the function of the Civil Service Commissioners is to examine as to

the qualifications of the man for the position; it is not to determine in what class an office that required certain duties should be. Notwithstanding the order in council, one of the two Civil Service Commissioners declined to give the necessary certificate. The other was willing to give it. Thus the situation is that Mr. Leslie has been promoted but that one of the two Civil Service Commissioners declined to perform his duty under the statute. It was suggested that if Mr. Leslie was not considered qualified the Commissioners should subject him to an examination and his answer was that the examination would be no use as his mind was made up that Mr. Leslie was not a suitable man to be in that class and to perform that duty.

Mr. MURPHY. I have no objection to this vote, but I want to point out that the minister entertains a different view from the commission, and by parliament passing this vote he is opposing his view against the view of the Civil Service Commissioners. The minister is doing for this official what we were unable to do for our secretaries when going out of office, and what has not been done for them since.

Mr. DOHERTY. In the first place, the difference of opinion is not between us and the Civil Service Commission, but between us and one of the two Civil Service Commissioners, and, in the second place, the difference of opinion is not at all on the qualifications of Mr. Leslie to fill this position.

Mr. MURPHY. Neither was it in the case of our private secretaries.

Mr. DOHERTY. And the position itself was created, not by the present administration, but by the late administration, who determined that a man performing these duties should be in a certain division of a certain class, without regard to whether he is Mr. Leslie or anybody else. The section under which this is 'done is section 24 which provides:

Promotion, other than from the third to the second division shall be made for merit b the Governor in Council upon the recommendation of the head of the department, based upon a report in writing of the deputy head and accompanied by a certificate of qualification by the commissioners to be given with or without examination as is determined by the regulations of the commission.

If I understand that section, what the Civil Service Commission is concerned with is the qualification of the individual to fill the position, but not to determine whether the position should be in one class or in another. As I understand it, we are not violating the Civil Service Act.

It is not 'notwithstanding the Civil Service Act,' but it is 'notwithstanding one of the Civil Service Commissioners.'

Mr. EMMERSON. Has the Minister of Justice made any changes in the agents of the Justice Department in the different districts of the several provinces?

Mr. DOHERTY. It seems to me it is more desirable that when the department has contested cases it should select a lawyer for each case. I believe that was the system which was adopted by my esteemed predecessor in office. As cases arise, we retain lawyers.

Mr. MURPHY. Has the Department of Justice named a solicitor or counsel for the Public Service Commission?

Mr. DOHERTY. No.

Mr. MURPHY. There is no solicitor assisting the commission?

Mr. DOHERTY. Not that I am aware of.

St. Vincent de Paul Penitentiary, \$73,208.33.

Mr. WILSON (Laval). What is this increase of \$15,000 for?

Mr. DOHERTY. The completion of the warden's house entailed much greater expenditure than was estimated; the failure of farm production will necessitate the purchase of all potatoes and other vegetables; the reconstruction of the cell block this winter will necessitate large expenditures for cement and for steel. It was found necessary to install a water sterilizing plant at a cost of about \$1,000; the recent discovery by the surgeon that a large number of the officers are suffering from serious diseases has necessitated their retirement and there is a larger sum on that account than was anticipated when the original estimates were prepared.

Mr. LEMIEUX. Has any compensation or indemnity been paid to Mr. Beauchamp, the ex-warden?

Mr. DOHERTY. There was paid back to Mr. Beauchamp what he had contributed to the retiring fund.

Mr. LEMIEUX. Nothing more?

Mr. DOHERTY. Nothing more.

Mr. WILSON (Laval). I think Mr. Beauchamp is entitled to his superannuation, in addition to what he paid into the retiring fund. Why should he not be entitled to superannuation as any other penitentiary officer is entitled to it after a certain number of years of service? As I understand it, there is no reflection on Mr. Beauchamp's competency.

Mr. DOHERTY. While there is a provision made for the payment of a gratuity to an officer who has retired, the payment of that gratuity is conditional, of course, upon his services having been satisfactory. I may say that the reports made to me were not of a nature to make me feel that it would be a proper thing to grant a gratuity to Mr. Beauchamp.

Mr. LEMIEUX. What were the charges against Mr. Beauchamp? I have always understood that he was a very efficient officer, a man of integrity and honour, a man who had established an excellent discipline in the penitentiary. Since as far back as 30 or 35 years ago there have been riots and rebellions, and a great deal of trouble at St. Vincent de Paul penitentiary. Under Mr. Beauchamp the administration, so far as I have heard as a resident of Montreal, has been the best we ever had, and it seems strange that to-day we should hear that he did not give satisfaction, that he was not efficient.

Mr. DOHERTY. I regret very much to have to say that reports which were made to me by the responsible officers were not in the sense of the view the hon. member has just expressed. I would be very glad to put these reports before the hon. member or any other hon. member who is interested. They show that the administration was inefficient, and that the discipline was very far from what it ought to be. I do not know that it is desirable to go into the details of this matter, but I would be perfectly satisfied to lay the reports before any hon. member who is interested in the matter.

Mr. WILSON (Laval). 1 wish to draw the hon. minister's attention to one fact. I have been informed by Mr. Beauchamp himself that no communication of these reports which the minister refers to was made to him. Mr. Douglas Stewart, the inspector, who is present in this House tonight, went to St. Vincent de Paul, and simply delivered a letter from the minister to Mr. Beauchamp, informing him that he must leave immediately. In fact, the notice was so short that he is still occupying the house for which we voted \$15,000 a short time ago. He is living in Montreal, however, and it was left to him to arrange with the new warden, who has been appointed. The report is that he has been dismissed for inefficiency of service. What does that mean? That he is a sick man or that his administration is improper? I think it was a great injustice to Mr. Beauchamp that these reports were not communicated to him. With regard to the ad-ministration of St. Vincent de Paul penitentiary, I know something of it, especially since 1902, when I was first a candidate in the county. I appeal to the hon. Minister of Public Works (Mr. Monk), who paid tion, and of the merits of a man who Mr. DOHERTY.

a visit to St. Vincent de Paul a few months ago, and delivered a very high certificate of character to Mr. Beauchamp; I appeal to him to give credit to whom credit is due, and to say that the discipline was everything that could be desired.

Mr. LEMIEUX. How long did the minister stay there?

Mr. WILSON (Laval). I do not know how long. He was a member of the opposition in those days, and a discriminating gentleman, and I am sure that he satisfied his conscience that everything was correct. Mr. Beauchamp is quite an elderly gentleman, 60, or over 60, years of age. He has been 7 or 8 years warden, and before that was 3 or 4 years deputy-warden. There was no serious complaint against him, and I think the only reason he was dismissed was because of the change of government. I am not attacking the Minister of Justice for dismissals at St. Vincent de Paul penitentiary. I think this is the only one he has made; but there is a faithful servant who has been dismissed on a report, the nature of which, has not been described before this House, and deprived of the money he has earned in one of the most dangerous positions in the service of the country. Three or four years ago a deputywarden was assassinated by a convict, and about two years ago the chief guard, Mr. Chartrand, had to shoot a man who had opened the doors, and was ready to shoot everybody. The hon. Minister of Justice must not forget the escape of Filiatrault and Euméne, in connection with which one of the guards, Mr Blondin, was nearly killed I appeal to this House whether, for a moment of forgetfulness, a man should be deprived of what is due to him in justice and in aw?

Mr. DOHERTY. I cannot recognize that Mr. Beauchamp has been deprived of what is due to him in justice or in law. If he were, he would have his remedy in the courts. Whether the demand of the hon. member for Laval should be complied with, that I should give to the public exactly what was communicated to me, is a question that may deserve some consideration. Harsh as the hon. gentleman considers my action to be, I have not had one word of complaint from Mr. Beauchamp. I am prepared to lay before the hon. member for Laval, or any other member of this House the reports that were made to me. While I am in the position I occupy I feel that I have a responsibility for the efficient management of these institutions, as far as it is possible for me to secure efficient management, and I have, perhaps, as lively a sense of the importance of the posiworthily fills it as the hon. member for Laval. Because of that Mr. Beauchamp is no longer the warden of the penitentiary.

Mr. WILSON (Laval). Am I correct in saying that the reports that were sent to the minister against Mr. Beauchamp were not communicated to him?

Mr. DOHERTY. The hon. member is quite correct in that respect.

Mr. WILSON (Laval). Then is it the minister's intention to communicate these reports to Mr. Beauchamp in order that he may have an opportunity of answering them? Perhaps if the minister has not yet given a judgment on the case he will be in a better position to render that judgment when he hears Mr. Beauchamp's answer.

Mr. DOHERTY. I may say that among the things that were reported to me were irregularities in regard to which Mr. Beauchamp was heard. If Mr. Beauchamp has a complaint to make, and thinks he has something to gain by this matter being gone into, I have no objection to his making his complaint and no objection to publishing these reports, not in the slightest. But in the meantime it seemed to me the irregularities were sufficient to make it my duty in the words of the order in council, ' for the efficiency of the administration of that penitentiary to dispense with the services of Mr. Beauchamp,' and when one finds it necessary to dispense with a man's services for the purpose of obtaining efficiency, I suppose it is a fair inference that one has reached the conclusion that he was not efficient.

Mr. WILSON (Laval). It is not a question of publishing the reports, the minister does not see just what I mean. I asked the question very plainly whether Mr. Beauchamp was given a copy of the reports that were made against him.

Mr. DOHERTY. The reports were not furnished Mr. Beauchamp by me. With regard to some matters reported upon he was heard by the officials who made the reports.

Mr. WILSON (Laval). If the minister objects to furnishing copies of these reports to Mr. Beauchamp, does he object to giving them to me?

Mr. DOHERTY. I have said three or four times already that I would be perfectly willing to lay the reports before the hon. member.

Mr. WILSON (Laval). I would be de-

Mr. LEMIEUX. Has the warden in any of the other penitentiaries been dismissed,

### Mr. DOHERTY. No.

Mr. LEMIEUX. I cannot help saying that there seems to be a fatality with the penitentiary in our province.

Some hon. MEMBERS. Hear, hear.

Mr. LEMIEUX. My hon, friend reading over the history of the French Revolution will remember what Verginaud, the great orator, said about that revolution, that it resembled Saturn devouring his own children. I do not know how it happens that in St. Vincent de Paul penitentiary there is a dismissal after every change of government and the warden is always selected as the one to be dismissed. In 1878, Dr. Duchesneau was mercilessly dismissed. In 1896, Mr. Ouimet was dismissed.

Mr. DOHERTY. Mercilessly?

Mr. LEMIEUX. He was dismissed after investigation which took place at the time. He is still living and I do not know whether he ought not to be reappointed if he were dismissed unjustly.

Mr. DOHERTY. He is not quite so young now as when the dismissal took place.

Mr. LEMIEUX. In 1911, Mr. Beauchamp was dismissed after having enjoyed the reputation of being a straightforward hon-est man, strong in the maintenance of the discipline of the penitentiary, being well respected by old political opponents. He is widely known in Montreal where he was in business for several years. Every time a change of government takes place immediately the warden of St. Vincent de Paul is dismissed. Now there seems to be a fatality about this. In the other provinces, where changes have taken place in the ordinary course, we never hear of such dismissals. I do not blame the minister but surely there is something strange in the fact that these things take place solely in our province. Have we come to that stage of internecine warfare in our province that we must destray ourselves on account of the political animus that exists there? In the case of Mr. Beauchamp I am astounded to hear that he is not continued in the position of warden because, as I said a moment ago, he has enjoyed an ex-cellent reputation. He is well known to all the leading citizens, he was a merchant for several years, and the public will not understand why he was mercilessly dismissed after the last election. It seems very strange that although we have several penitentiaries and several wardens in the country the one invariably struck at is the warden of St. Vincent de Paul in the province of Quebec.

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Mr. DOHERTY. If the hon. member desires, as I have said several times already, and thinks it would be to the advantage of Mr. Beauchamp, I shall have the reports brought here and read. The hon. gentle-man's rabid description of the internecine strife that prevails in the province of Quebec comes to me as a surprise. I cannot take the responsibility for what happened in 1896 and am not concerned with it, but I can tell the hon. gentleman that there is a great great difference between what happened in 1896 and what is happening to day. He points out that since the last gen-eral election only one warden has been dismissed. The hon. gentleman does not attempt to apply any adjective to what occurred in 1896, but whether the dis-missals then were more merciful or merciless than at other times, they were very widespread, because not only were the wardens of St Vincent de Paul and Dorchester of officers occupying fairly high places in other penitentiaries were dispensed with. Now I understand the reproach to be levelled at me is that I have not been general enough in my dismissals, and that that indicates the existence of internecine strife in the province of Quebec. I am surprised that the hon. gentleman should take such a view of the situation. I am prepared to lay before the House, and through the House, before the public—if the public is sufficiently interested in the subject, as the hon. gentleman seems to think—the reports that were made in re-gard to Mr. Beauchamp. For my own part I do not think I did any injustice to Mr. Beauchamp when I confined myself to to be said, that is to say the dis-missal has been made to promote the efficiency of the administration of the institution. The suggestion in this thing political about it. So little effort was there to make anything political, that when I had to remove a certain official whom I found in office in St. Vincent de Paul penitentiary because it was good for the institution, I promoted and put in his place another officer who was already there. I did that because I thought it was in the interest of the penitentiary.

And, with all due respect to the hon. member, I do not think it is fair for him to try to make out of this a proof of the impossibility of the people of Quebec getting on together. I regret very much to have to make this statement. I think I have been very moderate indeed in the use of any power of dismissal that I may have had. I have been so moderate indeed that the reproach is that I have dismissed only one.

Mr. LEMIEUX.

Mr. WILSON (Laval). The hon. Minister (Mr. Doherty) refers to the inquiry of 1878. I do not know much about that. He used the word 'merciless' many times in connection with the inquiry of 1899.

Mr. DOHERTY. I did not apply the word 'merciless'. My hon. friend from Rouville (Mr. Lemieux) described certain dismissals as 'merciless,' and another one as a plain, every day dismissal."

Mr. WILSON (Laval). I have the report of 1899 in my hand. It is a very interesting case; I do not think the minister is aware of that case. It is true, the Minister of Justice has not made many dismissals at St. Vincent de Paul. If my memory serves me right, the only dismissal was the warden. Some officials resigned who are not replaced yet. I congratulate the minister on the fact that he has increased by \$100 the pay of every guard and official whose salary was under \$1,000. He will have my support in that; and the only thing wrong in that respect is that he has not gone far enough. I prepared last year a Bill to amend the law and to make special in-creases and afterwards general increases of salaries. I hope that before the House prorogues we shall have word from the minister that something more will be done. Of course, in preparing that schedule I had in mind especially St. Vincent de Paul be-cause I am more familiar with that penitentiary than with any other. I know the conditions as to the cost of living and know that they are not the same in the west as in the province of Quebec. Referring to the age of persons appointed, there was a vacancy for a guard. At this point I would draw the attention of the minister to the inquiry of 1899. There was a gentleman by the name of Jérémie Leblanc, and this is what the report says about him:

I know the gentleman very well. He is keeper of a tollgate in the village of St. Vincent de Paul and a very hot partisan of my hon. friends opposite and a great worker in politics. He was dismissed for malfeasance in 1899, and he has been reemployed, though now over sixty three years of age, and though he has not the required stature of five feet nine inches which is required. Was he an innocent lamb? This is what the report says about him:

Jeremie Leblanc, teamster, has devoted the greater portion of his time during recent years to the care of steam yachts and the warden's horses and carriages, and acting generally as a servant to the warden. If the recommendations of the commissioners with regard to these luxuries are carried out, there will be no further need of the services of the officer. During his term of office some rather serious infractions of the rules are chargeable to him, although he seems to have had the consent and encouragement of the warden in most of the cases. He trafficked to a considerable extent with prisoners-

And he has been reappointed.

He has trafficked to a considerable extent with prisoners, furnishing them with tobacco and other articles-----

Mr. DOHERTY. Will the hon. gentleman tell us who made the report?

Mr. WILSON (Laval). The commissioners.

Mr. DOHERTY. Who were they?

Mr. WILSON (Laval). I will give the names: James Noxon, O. K. Fraser and D. A. Lafortune.

Mr. LEMIEUX. Mr. Lafortune is a very respectable citizen.

Some hon. MEMBERS. Oh, oh.

Mr. LEMIEUX. More respectable than Ducharme.

Mr. CODERRE. You don't know him.

Mr. LEMIEUX. I know him too well.

Mr. CODERRE. Do you know his partner----

Mr. DOHERTY. I would respectfully suggest that we try to keep this discussion within the limits of the sins and virtues of the gentlemen connected with the penitentiaries. There may be some gentlemen on the outside who are on their way, but we need not anticipate; we can discuss them when they get there.

Mr. WILSON, The report concerning Mr. Jeremie Leblanc goes on:

-bought from the prison large quantities of bags and pork barrels, at a low price, which he re-sold at a profit of from 50 to 125 per cent; a short time ago, while still employed by the prison, he, under a fictitious name, entered into a contract with the government for placing buoys in the river—

Mr. DOHERFY. He did not try to drown the boys?

Mr. WILSON (Laval). He is trying to get the contract for these buoys from the department of the Minister of Marine and Fisheries, so I warn that hon. gentleman to be careful.

-and although the inspector notified the warden that Leblanc should be dismissed for this offence, the warden insisted upon retaining his services. Leblanc attempts to justify his action by saying that he had the consent of the late Sir John Thompson for what he did, but the evidence does not bear him out. No doubt the fact that Leblanc was so closely connected with the warden and his household had much to do with the special treatment which was meted out to him. The retirement of this officer is recommended. And this man of sixty-three is employed, though the minister knows pertectly well that the by-law of the penitentiaries specifies that no man shall be appointed who is more than thirty-five years of age.

Mr. DOHERTY. Does the hon. gentleman know the position to which Mr. Leblanc was appointed?

Mr. WILSON (Laval). I am informed that he was appointed as a guard.

Mr. DOHERTY. He was appointed messenger.

Mr. WILSON (Laval). I do not think the minister will find that that office exists. But if there is such an office it is already filled by Mr. Taillon, a gentler an who is pretty nearly seventy years of age, a brother of the Hon. L. O. Taillon, now postmaster of Montreal. He is the messenger who goes to the post office every day, and I do not see any reason why two messengers should be required in that institution.

I do not see any reason why a messenger is needed in this institution. If the minister thinks fit to dismiss Mr. Beauchamp because of inefficiency, how can he pre-tend now that a guard over 60 years of age will be of any use in a penitentiary? The minister knows that I make these suggestions in a good spirit. It seems to me that no man should be employed as a guard who is over 60 years of age, be-cause a man over 60 has not the physical strength needed in such an institution. think that when a man has reached 60 he should be allowed the privilege of re-signing, but when he has reached 65 he should be compelled to resign, as being no longer capable of fulfilling the duties of a guard. It is well known that there are many young, strong and desperate characters in these institutions, and only strong and able men should be appointed to guard them. Another suggestion I would make is that when a man has to resign through illness, he should receive a gratuity in the shape of one month's salary for every year's service he has rendered. Suppose his salary is \$600 now, and he has served ten years he would then be entitled to a gratuity on that basis. There are three or four rather sad cases in the institution of St. Vincent de Paul. There is the case of Mr. Nantel, and there is the case of Mr. Champagne, the chief engineer who died suddenly. Of course he had no time to send in his resignation, and his family was deprived of the gratuity to which he otherwise would have been entitled. It seems to me those gratuities should be given to the families in cases where the man dies suddenly. I draw the attention of the Minister of Jus-tice to these suggestions I have made. I

want him to understand that if I have cited the case of Mr. Jeremie Leblanc it is not because I have any grudge against him, but because I do not wish to see a man appointed whose age renders him unfit to be of service to the penitentiary.

Mr. DOHERTY. I dare say that in the suggestions of the hon. member for Laval (Mr. Wilson) there is much that is deserving of consideration, and I shall be glad to give them consideration. I hope be-fore long I shall have time to deal with these matters concerning the administration of justice in this country, and I propose also to familiarize myself with the conditions of the penitentiaries, and will endeav-our to do what may lie in my power to ameliorate them. As regards the interesting history of Mr. Jeremie Leblanc, the hon. gentleman is mistaken when he says that he was performing the duties of a guard. Mr. Leblanc is 63 years of age, he is appointed as a messenger, and is doing the work of a messenger. I do not know that anything would be gained by our engaging to-day in a discussion over the propriety of what took place with regard to St. Vincent de Paul and the other penitentiaries in 1896. If we had plenty of time, perhaps I might join in a discussion with my hon. friends, and perhaps I might come out of it as unscathed as themselves.

Mr. LEMIEUX. I do not suppose the hon. gentleman wishes to cast any reflections on the character of the commissioners who investigated in 1896?

Mr. DOHERTY. I am endeavouring to refrain as far as possible from casting reflections on anybody; and more particu-larly I have no desire to go into a discussion as to what happened in 1896. But it is permissible for people to appreciate the actions even of commissioners. I have not gone into the matter of Jeremie Leblanc, but I must say that in some particular matters I have seen strong reasons to doubt the correctness of the conclusions of that commission. I cannot stand here to-night and accept meir decision as an infallible authority as to what ought to have been done in 1896. As regards this particular case, the report the hon. gentle-man has read is new to me. I understand, on the statement of the hon. gentleman himself, that this man has been for a long time in the position of a toll gate keeper. If he is strong and able enough to keep a toll gate, he should be fit for the position of a messenger.

Mr. WILSON (Laval). There is another point I wish to mention. We have two inspectors for all the penitentiaries of Canada, and I would suggest that a third in-

Mr. WILSON (Laval).

victs at St. Vincent de Paul, there are a certain number who are not familiar with the English language. Out of the 80 employees of the penitentiary, there 50 or 60 who are not conversant with the English language. Now there are complaints that in investigating cases of discipline the aid of an interpreter is necessary. The Minister of Justice knows well from his experience of courts that there are frequent cases where an interpreter does not always give satisfaction. I would suggest to the min-ister that in the estimates of next year he place an item for the payment of a third inspector.

Mr. DOHERTY. The suggestion will have my best consideration.

Mr. OLIVER. I wish to support the appeal of the hon. member for Laval (Mr. Wilson) for an increase of salary to the officials of the penitentiaries. There is a mention in the constitution of the penitentiaries. penitentiary in the constituency I represent, and last session we discussed the question with the hon. member for Laval on the basis of a schedule of increases he had drawn up.

Last session I discussed the matter with my friend from Rouville (Mr. Lemieux) on the basis of a schedule of increases he had drawn up. I have not the figures in my mind but I was very strongly impressed with the fairness of the suggestion and I would like to place myself on record as supporting an increase to the officers of the penitentiaries not restricting it to the lower branches but including all branches.

Mr. DOHERTY. I have had it impressed on me from many sources, and I am prepared to admit that I feel very strongly there should be an increase to the emyloyees of the penitentiaries. If I have not brought forward a measure of that kind this session it is simply because it is a measure that would take some time to prepare on a proper principle and I had not felt myself sufficiently familar with the conditions to do it in a way I think it should be done. We will come in a moment to an item which affords some compensation to what I believe to be deserving cases for unavoidable delay.

Allowance to John McLeod on account of moving expenses, \$300.

Mr. EMMERSON. I do not take any exception to this item but in the case of another appointment to the Western Penitentiary, that of Mr. McAllister, a master mason the equities of the case would seem to demand that a similar allowance be made to him. He was to be appointed to the Dorchester Penitentiary but the inspector sent him to Prince Albert and of course his moving expenses would be just spector be appointed, a man conversant course his moving expenses would be just with both languages. Out of the 550 con- as great as those of Mr. McLeod, and

while he had not been actually appointed to Dorchester he certainly should receive some consideration.

Mr. DOHERTY. This is the first time the matter has been brought to my attention, I shall be glad to look into it.

Administration of Justice, additional allowance to judges in connection with Circuit Court, Montreal, \$5,000.

Mr. DOHERTY. This is a vote to carry out the arrangement which I explained the other day. It is a temporary arrangement to enable us to dispose of a large gathering of arrears in the Circuit Court of Montreal.

Mr. H. BOULAY (Rimouski). (Translation.) Before the House passes this item, I wish to say a word in reference to the travelling expenses of judges. I find that the travelling expenses of these gentlemen in all the provinces amount to \$85,000, and it might be well to ascertain whether there are not abuses which should be repressed in this connection.

I shall not concern myself, however, with those who administer justice in the other districts, but merely with the gentleman who administers it in my constituency. The judge for Rimouski resides at Quebec, and the administration of justice in that district is made to suffer thereby. For instance, it happens that arrests are effected, justly or unjustly, and the persons under arrest are kept in jail possibly for a week or more, awaiting the judge's good pleasure to have their case adjudicated upon. Members of the bar have complained under the previous administration, but nothing was done to remedy that condition of things.

I do not see any reason why these gentlemen should not be compelled under the law to reside in the locality wherein they administer justice. As regards Rimouski, the judge resides at Quebec, that is to say, 200 miles from his district, and he makes only short stays there when he comes. It seems to me he is well enough paid to reside in the locality where he administers justice. It is no joke for these poor fellows to spend two days or more confined in the cells, awaiting the coming of the judge from Quebec.

Mr. BELAND. (Translation.) Mr. Garon, the district magistrate, resides in Rimouski, does he not?

Mr. BOULAY. (Translation.) Mr. Garon resides at Rimouski, but my statement is based on complaints made by members of the bar in this connection. How is it that judges do not reside in their districts? There must be cases in which the district magistrate is unable to act and where the presence of a Superior Court judge is required. I have no cause for complaint against Judge Garon, who re-

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sides in Rimouski, but against the judge who resides in Quebec, though paid to administer justice in our district.

Mr. DOHERTY. (Translation.) It is the first time I hear it stated that the judge for Rimouski does not reside in his district. I shall inquire into the matter. I must say, however, that I do not think his absence can have such results as the hon. member mentions, for, as has just been stated, the cases referred to do not come within the jurisdiction of the Superior Court, but within that of the district magistrate. And the district magistrate does reside in Rimouski.

Mr. LEMIEUX. (Translation.) The hon. gentleman must be aware that in the district of Rimouski justice is very well administered. There are numerous districts wherein the legal business is larger than in the district of Rimouski and whose judges nevertheless are non-resident.

The hon, gentleman has long been on the bench, and he knows that it is in the interest of justice that judges from country districts should hold court in cities such as Quebec, Montreal and Sherbrooke. I think it would be well to have what under the old law was termed the 'tour de role,' in order to allow judges from the country districts to sit in turn in the city courts. The minister is not unaware of the congested state of affairs in such districts, for instance, as Montreal, Sherbrooke and Three Rivers. It is only fair that judges in those districts should have the help of their colleagues from the country.

Justice Roy is very well known; he is a young man, he travels quickly and is always in readiness for the bar for litigants. I think the member for Rimouski is not doing him justice when he states that suitors within his jurisdiction suffer through his action.

Statistics will show, I think, that lawsuits are not very numerous in the districts of Rimouski and of Gaspé. Mr. Justice Roy, by residing at Quebec, may be of service to his colleagues, in the same way as the judges from the districts in the neighbourhood of Montreal, St. Hyacinthe, St. John and Beauharnois. Judges in those districts come to Montreal almost every day to help their colleagues, and I may state that, were it not for that, the hon. minister would be obliged to appoint a good many more judges for Montreal.

Mr. E. LAPOINTE (Kamouraska). (Translation.) I may be allowed to add a word to what has just been stated by the hon. member for Rouville. More than anybody else, possibly, I am aware of how things are being managed in the district of Rimouski, and more particularly in the district of Kamouraska, where I have been practising law for many years.

The hon. Mr. Justice Cimon, who has been appointed for the district of Kamouraska, resides in Quebec, as does Mr. Justice Roy, and I must say that I, for one, have not found any grounds for complaint, neither have the other lawyers, because Judge Cimon resided in Quebec. I may say, without fear of contradiction, that this judge gives entire satisfaction to the lawyers and to the public.

I know personally that at Rimouski the ends of justice are thoroughly well served since Mr. Justice Roy has been appointed to the Superior Court, and that he is at all times at the disposal of the bar, in the same way as Mr. Justice Cimon in our district.

The number of sittings of the Superior Court at Rimouski is exactly the same as at Kamouraska. We have a sitting each month, on the second Monday of each month. The same rule applies to Rimouski. The judge is always on the spot for the opening of the sitting, and he is at the disposal of those lawyers who have any cases on the list. He stays until the whole list has been disposed of. Moreover, he is always in readiness for counsel, whenever any urgent business crops up. The same is true as regards Rimouski.

Far from finding the complaint made by the hon. member for Rimouski well grounded, I consider it is in the interest of justice that these judges should reside in Quebec, for, as we know, the Quebec law society owns a large law library, and a judge residing in Rimouski or in some other country district is not likely to be the possessor of such a collection of law works as is found in Montreal or Quebec. I may add that daily intercourse with his colleagues on the bench is bound to enhance his attainments, and thereby to render him more capable of properly administering justice.

The case referred to by the hon. member for Rimouski is one that falls under the purview of the criminal courts, since he mentioned instances of people having spent nine or ten days in jail waiting for their case to be heard by the court. Such cases are not brought before the Superior Court judge. They do not come within his jurisdiction, but within that of the district magistrate, who is called upon to hold the preliminary inquiry. Now that magistrate resides in Rimouski as the hon. member admitted, and it is only following on that preliminary inquiry that such cases may be taken before the Superior Court judge sitting as a judge of the court of King's Bench.

Mr. BOULAY. (Translation.) I cannot admit that the members for Rouville and Kamouraska are competent to settle that question of the residence of judges in their Mr. LAPOINTE.

districts, and particularly as regards Rimouski. However, I am not surprised to see them rush to defend the judge for the district of Rimouski. They are lawyers, and when a lawyer is being taken to task, you may be sure that the others will come to his rescue. The expectation of these legal gentlemen is to become judges. They foresee they may themselves prefer living in Quebec or Montreal. But we, farmers and workingmen, we take a different view of things.

Rimouski has a population of 52,000, I think, and that should keep a judge sufficiently busy to forbid his attending sittings at Montreal, Quebec or Three Rivers. Moreover, as soon as the judge has left Rimouski to return to Quebec nothing more is heard of him.

To pay special bonus of \$100 each to officers and employees of the penitentiaries in receipt of salaries of less than \$1,000 per annum, \$30,-500.

Mr. EMMERSON. I trust that before next session the Minister of Justice will prepare a Bill amending the schedule relating to the payment of the penitentiary officials. The pay of physicians and other officers, who are in receipt of a higher salary than \$1,000 a year, is entirely inadequate. The predecessor of the Minister of Justice gave me the assurance that the Bill would be presented last session to remedy this, but dissolution came suddenly. I had further assurance that at this session, if the government were returned, the Bill which had been prepared, would be introduced, and I trust the Minister of Justice will lose no time in attending to this. The present vote is a measure of justice for the time being, and I am glad the officials are getting some slight recognition, even in this form.

Mr. DOHERTY. It certainly is my intention, and I hope to realize it, to deal with the salaries of the employees in the penitentiaries My hon. friend from Kingston (Mr. Nickle), my hon. friend from New Westminster (Mr. Taylor), my hon. friend from Laval (Mr. Wilson), and my hon. friend from Selkirk (Mr. Bradbury), have all pressed on me the importance of dealing with the matter.

Mr. BRADBURY. I wish to add a word to what has been stated by the hon. member for Westmorland (Mr. Emmerson.) There is no question but that this act of justice to the penitentiary officials has been too long delayed. It is almost impossible to get the class of men we should have in these institutions at the salaries which the government, is paying now. I pressed the matter upon the Liberal government last year and the year before.

### Mr. EMMERSON. We all did.

Mr. BRADBURY. I am very glad to see that the Minister of Justice has brought down this measure, and I trust that next year he will go further and include the men who are receiving more than \$1,000 a year. It is simply an act of tardy justice.

Mr. NICKLE. It has always been a good maxim in my profession to say nothing when the court is with you, and as the Minister of Justice has expressed his willingness and his sympathy with the question of an increase in pay to the penitentiary guards, I think probably the best thing to do would be to say that I heartily concur in the legislation he contemplates.

Additional allowance to judges in connection with circuit court, Montreal, \$5,000.

Mr. LEMIEUX. What is the explanation about this vote? Is it an increase in salary to the present circuit court judges or is it intended as was announced by the Minister of Justice some time ago to compensate one or two judges of the superior court who will take circuit court cases?

Mr. DOHERTY. That is it. An agreement was made between the members of the bars and the members of the court and not objected to by the attorney general of the province by which it was thought to be worth while to endeavour to clear up arrears in the circuit court without having to resort to doubling the number of judges. We hope to do that by temporarily engaging the services of the judges of the superior court in the rural districts, and to arrive at a situation where it may be possible to carry on the work of the court with the present number of judges, or say, with one additional judge. We agreed it would be desirable to try that before doubling the number of judges in the circuit court.

Mr. LEMIEUX. I quite agree with the Minister of Justice. Since the hon. gentleman made an official announcement that it was the intention to follow that course I have met some members of the bar in Montreal who are heartily in accord with the minister's views. Does not the minister think that Mr. Justice Leboeuf, Mr. Justice Purcell, and Mr. Justice Dorion, are entitled to higher salaries. It is generally conceded by the members of the bar that they are overworked and underpaid. In a large city like Montreal, where the business is increasing every year, it seems that these judges should get a better salary. I know those three judges, and I may say that they are a credit to the judiciary. I have been several years practising at the bar at Montreal and I can testify to the ability and

stalwart honesty of these three gentlemen. Mr. Justice Purcell is an old friend of ours; the Minister of Justice knows him very well; he knows how hard working and able he is. The same may be said by Mr. Justice Dorion and Mr. Justice Leboeuf I trust the Minister of Justice will think over this matter.

Mr. DOHERTY. I have thought a good deal on the matter and I shall continue to think of it, and I hope to be able to deal with it. If it were only the case of these three judges of the circuit court in Montreal, it would be a very simple matter, but we have to remember that there are a number of judges occupying analogous positions throughout the different provinces of the Dominion, and that it is difficult to act in one case and to refrain from acting in other cases that may be quite as deserv-ing. I hope to be able to take up the whole question of the salaries of these judges. other than the salaries of the judges of the higher courts, between now and next session. One motive that impelled me to desire particularly to make an endeavour to avoid the necessity of doubling the number of judges in the Montreal circuit court, was that it might facilitate the increasing of the salaries of the present judges, if it were not found necessary to double the number.

Mines Branch-Investigation of ore deposits peat bogs, &c., \$75,000.

Mr. GRAHAM. To what state of perfection has the manufacture of peat in Canada attained as a marketable commodity for fuel purposes by the experiments of the government?

Mr. NANTEL. The object of the government is to demonstrate the resources by surveying and delimiting the peat areas of the country.

Mr. GRAHAM. The difficulty of this peat fuel, I understand, to make it marketable is to get the moisture out of it. The country is interested in knowing to what extent the problem has been solved; can peat be manufactured in Canada in sufficient quantities and at a price to enter into the daily consumption of the people and thus afford them some relief as far as fuel is concerned?

Mr. NANTEL. The problem is not solved yet, but we expect to solve that important and difficult problem. The fuel is in great demand, but unfortunately the cost is too high. If we can reduce the cost, it will be a great industry.

Mr. PROULX. I saw a statement in one of the city papers the other day that the government had disposed of their plant at Alfred in my county to some private individuals. Is that so?

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Mr. NANTEL. No, there is no truth in it.

Mr. PROULX. Who is Mr. Shuttleworth? I learned the other day that he was making some preparations there to exploit the peat this year.

Mr. NANTEL. Mr. Shuttleworth got permission from the government to exploit a certain part of the peat, in an effort to establish the process of producing the fuel. He is working independently, having received permission to put his plant in the bog belonging to the government.

Mr. DEVLIN. Does the hon. Minister think the government would be in a better position this year to supply peat than it was last year? I know that there were requests from the city of Hull last year for several carloads of peat, and the information which reached me was to the effect that most of the peat was going to dealers in the city of Ottawa, who were selling it at very high prices, comparatively speaking, and certain residents of Hull who were anxious to purchase the peat could not get it at all.

Mr. NANTEL. I am informed that the government expects this year to produce a great deal more of that fuel—about 8,000 tons.

Mr. LEMIEUX. Can the officers present inform the minister whether or not there are large deposits of peat, in the province of Quebec?

Mr. NANTEL. They are not in a position to give the exact figures, but the quantity is very large.

Mr. LEMIEUX. Have they been experimenting in Matane?

Mr. NANTEL. No.

Mr. GRAHAM. How much of this fuel was manufactured and sold last year by the government?

Mr. NANTEL. 881 tons, at \$3.50 a ton.

Mr. GRAHAM. Was the fuel sold to dealers in the city?

Mr. NANTEL. 424 tons were sold in the city by Barrett Bros.

For apparatus and equipment, salaries of inspector, chemist, machinist, clerical assistance and travelling expenses in connection with the investigation and manufacture of explosives in Canada, \$53,300.

Mr. NANTEL. I move that this item be reduced to \$5,000. This is in connection with the investigation into the manufacture and storage of explosives in Canada. As buildings suitable for this work have not yet been erected, and in the absence of special legislation respecting explosives, it is deemed necessary that the vote be reduced to the amount stated.

Mr. PROULX.

Mr. BELAND. That is in the right direction.

Mr. MURPHY. Will the minister say what experiments are being carried on in the building in the western part of Ottawa near the Canada Atlantic?

Mr. NANTEL. Experiments are being conducted there in the use of peat for producing power.

Motion agreed to.

For explorations and surveys in Canada, including ethnological, archæological and palæontological investigations; and to pay wages of explorers, draughtamen and others, \$142,000.

Mr. LEMIEUX. I understand that Mr. Sauvalle is engaged in translation work at the Geological Survey.

Mr. NANTEL. He has been obliged to give some of it out because he is not able to attend to it himself.

Mr. LEMIEUX. I have great confidence in Mr. Sauvalle's translation. I have seen his work which has greatly commended itself to me and I have heard it spoken of as most excellent.

Intercolonial railway furnishing for new addition to office building at Moncton, \$16,000.

Mr. GRAHAM. Will this vote finish up that office?

Mr. COCHRANE. Yes, it will complete the furnishing. The hon. gentleman will know of the cramped condition which prevails there. I left the item out of the main estimates thinking it might be done without this year, but Mr. Brady says we are losing money on the cost of operation, and that by making this provision he can save it in a very short time.

Spur line to Wallace Harbour, \$60,000.

Mr. GRAHAM. What is this spur line to Wallace Harbour?

Mr. COCHRANE. This is in connection with a coal proposition which has been made to us there. We have a contract, I think, with the Dominion Steel Company, in regard to one of their mines, that we will carry 200,000 tons of coal per year. The company has agreed to build its own dock. It is a straight business proposition which will give a return to the Intercolonial railway.

Mr. SINCLAIR. Does the minister say that Wallace Harbour is in the island of Cape Breton?

Mr. COCHRANE. No. I say the Dominion Steel Company is making the proposition. This is for building two miles of branch line down to the harbour from the Intercolonial railway. Mr. SINCLAIR. I understand the minister to say it is for the purpose of developing a coal mine.

Mr. COCHRANE. No, it is for the purpose of shipping coal.

Mr. SINCLAIR. The only Wallace harbour I know of is in Cumberland.

Mr. COCHRANE. Yes.

Mr. EMMERSON. There was a spur built there in connection with the stone quarries some years ago. Is this for an extension of that spur?

Mr. COCHRANE. Yes.

Mr. EMMERSON. The roadway was furnished and constructed, I think, by the company and the rails, sleepers and ballast by the railway. And I think it became the property of the railway.

Mr. COCHRANE. Yes, it is their property. There is a condition at Pugwash that ought to be looked into. There is a shipping point, and better facilities ought to be afforded.

Hudson Bay Railway-construction of railway, \$1,500,000.

Mr. OLIVER. Would the hon. minister give the particulars of this vote?

Mr. COCHRANE. In the main estimates we voted \$2,000,000, but that will not more than carry out the contract which has been let. I hope that by May or June we shall be able to let a further contract, and by that time decide upon the port. It is hoped not only to let the contract for the balance of the road, but to begin work of terminal facilities, elevators and harbour improvements.

Mr. OLIVER. How much of the line is under construction now?

Mr. COCHRANE. One hundred and eighty-five miles.

Mr. OLIVER-The hon. gentleman does not expect-

Mr. COCHRANE. Not to complete it. But we can let another contract. The surveying is all done to either port, Nelson or Churchill.

Mr. OLIVER. This means a total of three and a-half millions. If this is to be the total expenditure—

Mr. COCHRANE. No, but it will perhaps be more than we can spend this year.

Mr. OLIVER. What I am saying is, if the government does not intend to spend more than that in the present year. The completion of the road is a good many years away. How does the minister expect to complete it this year with this vote?

Mr. COCHRANE. As I say, as soon as we can settle on the harbour, I propose to let the contract for the remainder of the road from mile 185 down to the harbour and also to start in with terminals and harbour improvements. Even after the port is selected, it will take some time to get engineers there and make surveys and plans of what we propose doing on the harbour. If we get this much spent, we shall do well. I do not think we can do it this year. There is a party of men at Churchill and one at Nelson, and I do not expect they will be out with representatives much before the 1st of June.

Mr. OLIVER. Is it intended to begin actual construction from the Hudson bay end when the port is finally settled?

Mr. COCHRANE. I do not suppose we shall compel them to go either way, but will leave the choice to them.

Mr. OLIVER. What mileage from Le Pas is expected to be graded and ironed this year?

Mr. COCHRANE. According to the contract 185 miles is supposed to be completed in January, 1913. As 1 do not even know when we can let the balance, it is pretty hard to figure how much will be done.

Mr. OLIVER. Does the contract let provide for the laying of the steel?

Mr. COCHRANE. Yes.

Mr. OLIVER. And arrangements have been made to get the rails?

Mr. COCHRANE. Yes, we can get them.

Mr. SINCLAIR. Are Canadian rails to be used?

Mr. COCHRANE. If we can get them, yes. There will not be delay on account of rails.

Mr. SINCLAIR. Is a preference given to Canadian rails?

Mr. COCHRANE. Yes, rails and all other material.

Mr. SINCLAIR. Do you pay more for Canadian than for imported rails?

Mr. COCHRANE. I do not think so.

Mr. EMMERSON. What is the estimated cost of the whole work?

Mr. COCHRANE. That is pretty hard to figure now. The hon. gentleman may think that a short answer, but I do not mean it that way. Until there is a survey of the terminals and until plans are made for the development of the harbour, it is pretty hard to make an estimate.

Mr. EMMERSON. But I assume that an estimate has been made of the total cost of the work from Le Pas to one or other of the ports.

Mr. COCHRANE. I do not think there is. It probably would be unsafe to assume that the balance of the line could be built as cheaply as the 185 miles now under con-tract. There might not be much difference if they could carry supplies around by water and attack the work from the other end. But if they have to take in every-thing overland that will probably make a difference.

Mr. GRAHAM. An estimate was made by the engineer, Mr. Armstrong, but I would not venture to give it from recollection It was only an approximate estimate, of course. It is already on record in 'Hansard.'

Mr. EMMERSON. I thought that perhaps the minister would recollect it.

Mr. COCHRANE. I do not, I am sorry to say.

Mr. McKENZIE. Has the minister any contracts now for the furnishing of rails to the Sydney railway?

Mr. COCHRANE. No.

Mr. McKENZIE. The rail produced at Sydney is a very good rail. We have heard of cases where it is claimed that the Sydney mill cannot furnish the rails, but I think the fault is largely with the companies, because they do not place their orders soon enough. The Sydney mill is a first-class mill, and is producing an excellent rail. I would advise the minister to place the order as soon as possible.

Mr. COCHRANE. As the hon. member for South Renfrew said the other night, there is no doubt that Port Nelson is the better harbour of the two, but it would cost more to develop it. I think it is open much longer. I had a letter from there on the 6th of December, and the harbour was still open, notwithstanding the severe winter.

Mr. OLIVER. The equipment of the port will be undertaken and completed as a national work?

Mr. COCHRANE. Yes.

Mr. OLIVER. Including elevators to be erected by the government?

Mr. COCHRANE. Yes.

Welland ship canal construction, \$200,000.

Mr. GERMAN. Would the minister tell us how soon he expects to be in a position to invite tenders for construction?

Mr. COCHRANE. I had Mr. Weller down here last week, and he would not give me a date when he would be ready. The selection of the route is settled. He

Mr. EMMERSON.

also to work out detailed plans. I don't imagine he will be ready much before September. This estimate was put in because we cannot call for tenders unless we have a vote. He thinks himself, and so does the engineer, that we should have some other engineer to go over his figures, and check them. It is a big undertaking, and we want to proceed with great caution. If I am ready in September to advertise for tenders, it will then take some time for the contractor to assemble his plant there. There will not be a day's delay more than is necessary.

Mr. GERMAN. I suppose the minister has received to-day several communications from various Boards of 'Irade and others, who express themselves as disappointed at the smallness of the appropriation for this great work, which will cost in the neighbourhood of \$30,000,000, and probably more. The importance of the work, and the importance of a speedy beginning of the work and its early completion are known to the minister, and indeed are known to all Canada. The shipping interests and business men from Fort William to Montreal are all energetic and earnest in their desire to see the Welland canal deepened to deep water navigation, 25 feet, as speedily as possible, and there has been expressed a good deal of surprise and disappointment that the appropriation is so small. I can understand that this is as much money as can be spent this year, but it seems to me that the first of September is a late date to be ready to invite tenders. I should suppose that with the knowledge the engineer has now he would be in a position to advertise for tenders, certainly in July. The summit level of the canal from Port Colborne to the first lock, 25, going down the canal, is 16 miles. The department really has the plans and specifications for that now, excepting the crossing of the Welland river at Welland.

Mr. COCHRANE. We have no detailed plans.

Mr. GERMAN. But those detailed plans can be got out by the officers of the de-partment, I should think, in a month or six weeks. From 25 down to lock 6, eight or nine miles further, that would be a wholly new canal, and would take some-what longer. But I wish to impress upon the minister the importance of this work, and the necessity of getting it started as speedily as possible. I want it to be known that tenders will be advertised for at as early a date as possible.

Mr. COCHRANE. I do not think we have let the grass grow under our feet since we took up this matter. Even if we were able wants to do considerably more boring, and to advertise in July, I do not think the

	contractor would be in a position to earn much money this season. But we will be in a position to begin this fall. Since the last item was passed, my department has sent me an estimate of the cost of a line to Port Nelson as compared with the cost of a line to Fort Churchill. I will read the figures:	be a trifle over 5 cents per bushel. He was satisfied that if the Welland canal was enlarged so as to take boats of 20 or 22 feet it would cut the cost of grain for that dis- tance at least in half. There has been no idea of going on with the St. Lawrence at present because it will take some time to study out the best way of doing that.		
	Estimated cost of line from Le Pas to Fort Nelson, equipped, exclu- sive of rolling stock \$12,100,000 Yard facilities, and two 4,000,000 bushel elevators and terminals 4,320,000 Harbour work, piers and dredging,	Mr. EMMERSON. I would think the one would necessarily involve the other eventually. Mr. COCHRANE. Certainly.		
	exclusive of lighthouse and buoy- ing	Mr. EMMERSON. And therefore in un- dertaking this work Canada must have in mind these larger undertakings. I might take serious exception to commencing this great work at this particular session in		
	Estimated cost of line from Le Pas to Fort Churchill, equipped, ex- clusive of rolling stock \$14,780,000 Yard facilities and two 4,000,000 bushel elevators and terminals 4,320,000 Harbour work, piers and dredging, exclusive of lighthouse and buoy- ing 6,675,000	view of the fact that the government are undertaking it without adequate knowledge or information as to the probable ultimate cost. We in the east are more interested in the extension of the Intercolonial rail- way and the furnishing to the people along that line additional railway facilities by the accuisition of branch lines. I have been		
	Total cost of line from Le Pas to Fort Churchill	told by both governments that this means . a large expenditure of money and that it is impossible to say just what it will in- volve and therefore it would not be under- taken until further information is had,		
	Mr. EMMERSON. I presume that the government in taking this vote for the Welland canal had some more comprehensive scheme in mind.	and consideration given. I find that the government are undertaking this very large expenditure as compared with the cost of acquisition of branch lines of the Intercolonial railway with-		
	Mr. COCHRANE. The proposition was to have the locks cut down from 27 to 6 or 7, and while it is not proposed to make a 30 foot canal to-day it is proposed to make the locks with a depth of 30 feet over the sills dredging the reaches to perhaps 24 feet.	out the information which they demand in the acquisition of branch lines. I could make a sectional appeal on this but I am not so disposed. I favour the improvement of transportation facilities for Canada and I contend that the improving of these facilities in connection with the		

Mr. EMMERSON. I presume whatever work is done in connection with the Welland canal proper will contemplate further work in connection with the water route to the city of Montreal. I stand indifferent with respect to the relative claims of the Georgian Bay and the Welland ca-nal; if I have any opinion or judgment in favour of the one or the other my judgment is in favour of the spending of this money on the Georgian Bay canal. Does this mean simply the enlargement of the water route between Port Colborne and Lake Ontario or does it mean the enlarge-ment of the St. Lawrence canals?

Mr. COCHRANE. At present it is only contemplated on the Welland. The change we now propose will greatly cheapen transportation. Mr. Richardson of Kingston stated that the average cost of carrying wheat from Fort William to Montreal would

Mr. COCHRANE. I have made the an-nouncement that I am going on with the branch lines this summer just as I am going on with the Welland canal.

Intercolonial railway and the branch lines is more in the interest of Canada and I think I have a right to complain—

Mr. EMMERSON. I would like to have some evidence of that in the estimates or some legislation this session. I hope the minister will realize the importance of the branch lines question.

Mr. MURPHY. Has the route for the Welland been definitely selected?

Mr. COCHRANE. Oh yes.

Mr. MURPHY. As shown on the plan produced by the minister?

Mr. COCHRANE. Yes.

Lachine Canal, improvements lock 4, \$200,-000.

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Mr. MURPHY. What are the improvements at lock 4?

Mr. COCHRANE. That was something left out in the main estimates.

A deputation from the marine interests have been to see me several times about getting a curve, which is dangerous to ships entering the canal, straightened out.

Highways—To provide for the payment, under the 'Canada Highways Improvement Act,' of the following subsidies to the several provinces of Canada for the construction or improvement of highways, or for both such purposes, as in the said Act mentioned, that is to say:—

Alberta	 	52,189	90	
British Columbia	 	54,669		
Manitoba.		63 160	10	
New Brunswick.		49.019	86	
Nova Scotia	 	68.576	90	
Untario	 	351.466	64	
Prince Edward Island	 	13,059	70	
Quebec	 	278,964	80	
Saskatchewan	 	68,592	58	

Total.. .. .. .. .. 1,000,000 00

Mr. MACLEAN (Halifax). Has the federal government requested the provinces to pass legislation authorizing them to enter upon the provincial roads to make this expenditure?

Mr. COCHRANE. I have not asked any legislature to do it. Clause 6 of the Bill saye we must have the authority from the provincial legislatures.

Mr. EMMERSON. This is for the payments on roads under the Canada Highways Improvement Act. Regardless of that Act, would this money be expended?

Mr. COCHRANE. That would be a question of policy. I think we would have the right to do so, but it has not been decided yet, and we have no information from the Senate as to what they will do.

Mr. GERMAN. Supposing the Senate chooses to insist on their amendment, and if the government did not accept the amendment, I suppose the Bill would have to drop. Would this vote still stand?

Mr. COCHRANE. If the Bill is not passed by the Senate, as it has been passed by the Commons, we do not propose to spend any money, and we will put the responsibility on whom it belongs for killing the Bill.

Printing Bureau, \$75,000.

Mr. MURPHY. What plant is it intended to purchase?

Mr. ROCHE. My hon. friend will remember that when Messrs. Hyde and O'Connor made the investigation into the Mr. COCHRANE.

Bureau, they recommended certain substitutions of machine setting for hand setting. The King's Printer recommended the purchase of eight monotype machines, three linotype machines, two large cylinder presses, one pony press, two flat presses, two automatic cylinder presses, feeding machinery, one folding machine, electrotype plant, and individual motors.

Mr. MURPHY. I notice that the report on Public Printing and Stationery which was formerly confined to one page now occupies eight or ten pages. I have read it with a good deal of interest and with mingled feelings of amusement and satisfaction. In so far as it contains suggestions for improvements in connection with the Bureau, these suggestions are drawn largely from the report made by Messrs. Hyde and O'Connor. It is too late now in the session and too late at night for me to go into the details, but I will probably speak of them at another session. But with regard to the new Printing Bureau I would impress upon the Secretary of State the desirability of securing a site and proceeding with the erection of a new building at the earliest possible moment. With a view possibly of assisting my hon. friend in making the selection, I may tell him that the subcommittee of the Privy Council, which was appointed by the late government, inspected several available sites in the city and decided upon the site bounded by Sussex street, Dalhousie street, Redpath street and Botelier street, known as the old St. Lawrence and Ottawa station premises. That, from all points of view was re-garded as the most desirable one in the city. It is near Metcalfe Square and has the advantage of being situated on a line of railway. It has the additional advantage to the government that they will have to deal practically only with one land-owner, namely the Canadian Pacific railway company as with the exception of a small piece of land at the corner of Sussex and Botelier streets, that company owns all the land in the area I have mentioned.

It will perhaps be a little disappointing to the land speculators in Ottawa, who are very active at present, if that site were decided upon; but in the end it would be much cheaper for the country, and it is certainly a more desirable site than any other that could be procured in Ottawa. There is this to be borne in mind also, that about 75 per cent. of the employees of the Printing Bureau live in the section of the city in which the land to which I have referred is situated, and the location of the homes of these employees should be kept in mind in making the selection. I make these observations so that the hon. minister if he takes up that question in the recess, may have that information, such as it is, before him.

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Mr. DEVLIN. I would be failing in my duty if I did not point out to the hon. Secretary of State that at the time that the question of obtaining a site for the Printing Bureau came before the government, as representing the county of Wright, I urged upon the government, and I again urge upon the hon. the Secretary of State, the advisability of choosing a site for the Printing Bureau in the City of Hull. I do this in all earnestness, because the City of Hull borders the City of Ottawa, is joined to it by two bridges; and whilst speculators are holding up the prices of their lands in the City of Ottawa, we can offer to the government at a very low figure large tracts of land and every facility in the way of obtaining labour at reasonable prices. I can assure the hon. Secretary of State that labour of all kinds for the Printing Bureau can easily be obtained in the City of Hull. Therefore I would ask the hon. Secretary of State to bear in mind the recommendation I am making, and to look at the advantages offered by the City of Hull before locating the site of the new Printing Bureau.

Distribution of parliamentary documents, \$1,500.

Mr. LEMIEUX. I desire to call attention of the hon Secretary of State to a matter that is not exactly pertinent to this item; but he may voice our feelings to the proper authorities. There have been during the session complaints amongst the French speaking members about the translation of the Debates of the House. It is rather late in the session to bring the matter up. However, I think I am speaking for the French speaking members in saying that the translation has not been what it should have been. I have been called upon to revise the translation that has been made of some of my remarks on different occasions, and I have noticed that the translation has been poorly made. I am bound to say that generally speaking the translation is excellent; but one or two or perhaps three of the translators have been transferred to the Printing Bureau, and this is the cause of the trouble. I spoke the other day to one of the translators, and he said that if two of the men who had been transferred from the translators' bureau to the Printing Bureau, to correct proofs, were reinstated in the Sussex Street bureau, a much better translation could be had. They could not only read proofs, but help the other translators in their work. It is very important to the French members that when any of this literature is circulated, it should be in proper form. I accuse no one. I simply state what is the fact when I say that whilst as a whole the translation is excellent, some pages are really not worthy to be

read by those who know the French language.

I do not know that this is the experience of my fellow French members of the House of Commons. I know that of late there has been among them quite a dissatisfaction in that regard, and I would like my hon. friend the Secretary of State to see that the two members of the staff who have been relegated to the Printing Bureau to correct proofs are reinstated in the Bureau on Sussex Street, so as to help their conferences to perform the work. And if there are incompetent translators, let them be given other work than translation.

Mr. ROCHE. I would like to inform the hon. member for Rouville (Mr. Lemieux) that I have no jurisdiction whatever over the character of the translation; neither has the King's Printer. I would advise the hon. member to make his complaint in the Debates Committee, who have the direction of the translators. It was under their direction that these two translators were transferred to the Printing Bureau. The King's Printer himself has no jurisdicion over them. They are entirely under the direction of the Debates Committee.

Salaries and inspection of the Paris agency, \$12,000.

Mr. LEMIEUX. I wish to put in a word for the widow of the late Mr. Fabre, who was Canalian commissioner in Paris. I do not know whether representations have been made to my hon friend the Minister of the Interior on the subject, but Mr. Fabre occupied that position nearly a quarter of a century, and he died two years ago during his tenure of office. Mr. Fabre, who was well known not only in this country, but in France and England as a literateur and as having special knowledge of conditions in this country, had unfortu-nately a very inadequate salary. When he died he left his widow in very poor circumstances. She is an elderly lady, and she told me that during her husband's lifetime he had on many occasions helped Canadians who were stranded in Paris, and

had been quite generous in that way. I understand that she has made a claim for \$5,000 or \$6,000, or perhaps a small pension. I do not know that the claim has come before the hon. gentleman (Mr. Rogers), but for my part I would heartily concur in any vote which would be put in the estimates for the widow. Mr. Fabre had a very small salary during the many years he served this country abroad, and his widow being left in poor circumstances is entitled to some recognition. Mr. Fabre has expended money out of his salary to help Canadians who were stranded in Paris, and his widow, if left in poor circumstances, should receive a grant of some kind.

Mr. ROGERS. This is a matter that has had some consideration, and I am prepared to accept what the hon. gentleman has said as bearing out the information which has been submitted to us. While nothing definite has been decided upon up to the present, I may tell the hon. gentleman that the matter is being very sympathetically and favourably considered

Civil Service Commission-to provide for the salary of an additional commissioner, \$5,000.

Mr. MURPHY. Has any selection been made for this position?

Mr. ROCHE. No.

Department of Labour, further amount re-quired for contingencies, \$1,000.

Mr. LEMIEUX. It was announced in the press some time ago that the Minister of Labour intended to amend the Industrial Disputes Act. Is there any truth in that statement?

Mr. CROTHERS. There has been no conclusion reached yet, as to what will be done with the Industrial Disputes Act,

Industrial Disputes Investigation Act, further amount required, \$5,000.

Mr. LEMIEUX. Are there many boards making investigations at present?

Mr. CROTHERS. there are Two have I think none at the present time. recently conducted investigations; one in the case of the Pierre Marquette railway and its right of way men, and the other with respect to the Michigan Central and its telegraphers. I think there is another board being formed at Winnipeg in regard to the dispute between the Canadian Pacific and its freight handlers and freight clerks.

Department of Labour-To provide for private secretary, \$2,100; to provide for two clerks in second division, subdivision A, \$3,200.

Mr. CROTHERS. The first item is to provide for the salary of a private secre-tary, and the other to provide for two clerks in the second division, subdivision A. These are not additional clerks. They have been in the office for some years and have reached their maximum of \$1,600. They are fair-wage officers and engaged in settling disputes, a duty which requires very intelligent men. I understand they were promised the increase two years ago.

Post Office-Outside service-Salaries and allowances, \$3,861,856.50.

Mr. LEMIEUX.

the papers moved for by me on the 11th instant, with regard to the dismissals of the postmaster at St. Adolph Dodswell?

Mr. PELLETIER. The papers were finished this afternoon. I have them be-fore me for signature, and I expect to be able to place them before the House tomorrow.

Mr. TOBIN. I am leaving for home to-day and would like to have a copy of those papers. Will the Postmaster General please send a copy to my home?

Mr. PELLETIER. Yes, we will do that for the hon. gentleman.

Mr. TOBIN. May I ask the hon: minister (Mr. Pelletier) if there has been an inves-tigation held at St. Francis Xavier de Brompton? During December last, the postmaster there, Mr. Carrier, received notice from the department that he had interfered in the elections and asking what he had to say. Since that date he has heard nothing of the matter but I have been informed by other parties that a com-missioner had been appointed, Mr. Fiset, of Quebec, who was to hold an investi-gation. I would like to have it made plain that an investigation will be held before Mr. Carrier is dismissed.

Mr. PELLETIER. Mr. Verret is here. He will read in 'Hansard' the question of the hon. member and will write to him to-morrow giving all the facts. Speaking from memory, I believe there has been no investigation.

Mr. MACLEAN (Halifax). Will the hon. gentleman write me also about the question I asked yesterday?

Mr. PELLETIER. With pleasure. Will the hon. gentleman please make it clear what he wants.

Mr. MACLEAN (Halifax). It was a reference to the proposed rescinding of a contract for carrying of the mail between Bedford and Bedford Bank station. I men-tioned it the night before last.

Mr. TOBIN. Has the Postmaster General held an investigation into the charges against the postmaster at Disraeli in the county of Wolfe? I was informed that com-plaint had been made against the postmaster and application had been made by a man by the name of J. E. Rheault. Has the Postmaster General given a decision?

Mr. PELLETIER. The matter stands.

Mr. TOBIN. The present postmaster will not be dismissed without a fair trial?

Mr. PELLETIER. No.

Mr. TOBIN. Will the Postmaster Gen-eral please inform me when I may expect Mr. TOBIN. And the same regarding the ter from a friend a few days ago on this

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subject. Mr. Demers, the present postmaster, was appointed about two years ago, having been recommended by a majority of the citizens of Ham Nord. The post office now is in a most central place. As the Postmaster General is aware, in the rural districts they like to have the post office as near as possible to the church. Farmers coming to church on Sunday are able to get their mail conveniently, and Mr. Demers is a very fitting person to hold this office. There can be no reasonable complaint against him. In politics, he is a Conservative, although friendly to the present member (Mr. Tobin) I admit; but I am confident that he does not interfere or take any part in politics. But some of his opponents there, for some reason, have been getting petitions signed asking for his dismissal. I do not think the Postmaster General has yet received these petitions, but if not he will probably receive them in a few days. I suppose the Postmaster General would not dismiss a good officer without having reasons for it and without holding an investigation?

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Mr. PELLETIER. That is the rule.

Mr. TOBIN. And the same with regard to St. George de Windsor and Wotton there will be no dismissal without investigation?

Mr. PELLETIER. That is the rule.

Mr. TOBIN. Well, I am satisfied.

Mr. PELLETIER. Of course, there is one exception which I have already stated several times in the House. And that is the case of postmasters who were dismissed without cause after 1896. As I have already explained several times, these alone are reinstated.

Mr. TOBIN. The Postmaster General says, 'dismissed without cause'. Suppose that a postmaster was dismissed after 1896 for interfering with politics, for holding public meetings, meeting the candidate in public meetings and discussing politics against the Liberal party—

Mr. ROGERS. That would be 'cause.'

Mr. TOBIN. I may tell my hon. friend (Mr. Pelletier) that there is one case in the county of Richmond and Wolfe, at Disraeli. J. E. Rheault who is trying to have the present postmaster dismissed, was the postmaster before 1896. His post office was used, you may say, for a Conservative committee room. He travelled throughout the township of Disraeli and its surroundings, holding meetings, discussing politics and talking for the Conservative party. Investigation was held by the inspector of that time, Mr. Thompson, of Sherbrooke, who was a Conservative; and his report was that Mr. Rheault had taken an active part

in politics, and so the department gave the office to the present postmaster. I know on good authority, and also personally that Mr. Adams, the present postmaster, has not interfered in the last election and he has not-

Mr. PELLETIER. I wish my hon. friend (Mr. Tobin) would let that matter rest. He knows that there is nothing done there.

Mr. TOBIN. I am satisfied to let it rest if the Postmaster General will let it rest. I am willing to take the Postmaster General's word; I know that he wants to do what is right.

If my hon. friend is willing to treat the public officials in my county, as I expect he will treat them, then I will not discuss the subject further.

Mr. PELLETIER. I am surprised at my hon. friend bringing up a matter in which he knows I have done nothing, and have refused to do anything.

Mr. TOBIN. What has happened in St. Adolphe and Doddswell, where he dismissed Mr. Coultier, may happen in other places.

Mr. BELAND. I would like to know the particulars regarding Mr. Lacombe in St. Sebastien?

Mr. PELLETIER. I have the Taschereau case before me.

Mr. BELAND. I understood the Postmaster General to say that Mr. Thibeaudeau, of Taschereau, resigned before an investigation was held.

Mr. PELLETIER. That is right. I have the papers before me to show that I made no mistake. Here is the report made by Mr. Stafford, who says:

I have the honour to report that after having given the required notice to Mr. Thibodeau, he came to the place named in the notice and told me that he preferred not to have an investigation. He then signed the annexed declaration resigning his position as postmaster.

Mr. BELAND. Does the resignation purport to give the reason why he resigned?

Mr. PELLETIER. I will read the resignation he signed:

I, George Thibodeau, postmaster at Taschereau in the county of Beauce, declare that I prefer not to have an investigation. I resign the position of postmaster. I am a Liberal, and will remain a Liberal. I ask that the commissioner communicate these facts to the hon. Mr. Pelletier, Postmaster General.

Mr. BELAND. He does not say that he took an active part in the election?

Mr. PELLETIER. No, but he resigned.

Mr. BELAND. Now, I would like to know the circumstances with regard to St. Sebastien. I know the reasons which would be invoked by the Postmaster General in this case, would be that in 1896, the then postmaster, Mr. Louis Paradis, was dismissed, and Mr. G. L. Lacombe was appointed in his place. I do not see any other reason why Mr. Lacombe should be dismissed now except to make room for the previous postmaster.

Mr. PELLETIER. It is a case of reinstatement.

Mr. BELAND. I want to explain what happened in 1896. Mr. Paradis lived about ten acres from the church, and he was requested to take his post office some where near the centre of the village, requested not only by the Liberals of the parish, but by the parish priest himself, who was then Fr. Meunier. He is now dead, but I am sure he would not have been offended if I had said while he was living that he was a staunch Conservative. The parish priest signed the petition asking that the post office be trans-ferred to a point near the church. The then sitting member, now Senator Godbout, requested Mr. Paradis to take his post office somewhere else to a more central position, which Mr. Paradis refused to do. Dr. Godbout did not then call for the dismissal of Mr. Paradis, but after a strong pressure was brought to bear upon him by the priest, the councillors, the mayor, and all the citizens of that town, he gave Mr. Paradis notice that if, after three months, he did not comply with the request of the town he would have to appoint another postmaster. Nobody wanted to dismiss Mr. Paradis, all they wanted was to have the post office removed to the centre of the town, which Mr. Paradis flatly refused to do. The result was that after three months Dr. Godbout recommended the appointment of Mr. Lacombe. Mr. Lacombe never took an active part in politics. I have here a letter which the Postmaster General may read whenever he wishes. It is from a gentleman whom, I am sure, he will believe, stating that Mr. Lacombe did not take any part in politics. He is a storekeeper. I think his sympathy was rather against me and against my colleague in the local House. He has been dismissed, and Mr. Paradis has been reinstated, and I understand the post office has been taken away quite a long distance from the centre of the town. I do not believe that the citizens of that town will look upon this dismissal with favour. I really believe that it is a clear case of persecution. Mr. Paradis was not dismissed for political reasons in 1896, but he could have been dismissed for political reasons, because Mr. PELLETIER:

he had discussed politics with myself on the plattform. I think if all these facts had been placed before the Postmaster General he would not have dismissed Mr. Lacombe. But leaving aside these circumstances, I would like to know for what reason the mail carrier in another part of the county of Beauce has received notice that his contract will be cancelled? I refer to Mr. Henri, of Scotts, in the county of Beauce, who has lost his contract for the carrying of the mails. In the papers which have been brought down no reason is given. I see that Mr. Foy says in a letter to the Postmaster General:

I understand from Mr. Hubert Couture that he has applied to you for the position as mail-carrier from the station at Scotts to the post office, and have the honour to recommend him as a very honest and sober man, should you be requiring any one to fill such a position.

I see a letter from Mr. Morency recommending Couture and stating that Couture is a good Conservative and Henri is a good Liberal.

Mr. PELLETIER. That is a good beginning.

Mr. BELAND. There is a letter to Mr. Hamel a lawyer in St. Joseph de Beauce stating that the inspector at Quebec had instructions to notify Henri that after three months his contract would be cancelled. What is the policy of the Postmaster General regarding contracts. I would like to know if a mail-carrier having signed contracts with the department and having fulfilled all the conditions of that contract is liable to see his contract cancelled if he takes a part during an election.

Mr. PELLETIER. There are in the contracts two clauses in virtue of one of which the contract can be cancelled without any notice at all.

Mr. MACLEAN (Halifax). For cause.

Mr. PELLETIER. There is another one in virtue of which when the Postmaster General thinks it is in the public interest to do so he has a right to put an end to the contract by giving three months' notice.

Mr. PROULX. Is it in the public interest to change a Grit and put a Tory in his place?

Mr. PELLETIER. That is a good beginning. The contract will not be cancelled, nor have I cancelled any contract simply because one man was a Liberal and another a Conservative; but when mail contractors have chosen to canvas on the route which they follow in performing their contract and have used their contracts for political ends, I have given the three months' notice.

Mr. BELAND. There is no evidence of that here.

Mr. PELLETIER. I cannot remember that offhand.

Mr. BELAND. A contractor between the hours of carrying the mails may talk politics and even canvass. Is there any harm in that? Does it not appear a hardship of the worst nature to cancel a con-tract under those conditions?

Mr. PELLETIER. This is left to the judgment of the Postmaster General by the contract.

Mr. BELAND. Take a man with a contract for \$199 to carry the mail two miles. A poor man buying a horse after he gets the contract and making all preparations for a four year contract, and then in two years being dismissed, that is a clear case of hardship. There is nothing in the resolutions adopted by this House providing for the dismissal of a government contractor of any kind. It cannot apply to contractors. Of course if the man allows politics to interfere with the proper fulfilment of his contract that is a different matter but there is nothing to show that in this case.

Mr. PELLETIER. I will take that case up.

Mr. CARVELL. Of all the blood-curdling propositions we have heard in this House the declaration by the Postmaster General is the worst. I never expected to hear a man in Canadian politics holding a petty contract for carrying the mail for which, as a rule, he gets about half what it is worth, after obtaining it by public competition being fired out of his job for expressing political opinions along the route. Surely the Postmaster General has not got down small enough for that?

Mr. PELLETIER. That was inaugurated in the Post Office department by a man who is now Chief Justice and whose name is Sir William Mulock.

Mr. CARVELL. I would like an illustration. I doubt it.

Mr. FOWLER. In my own county in 1896 three or four men who held mail con-tracts were dismissed because they had taken a little part in politics.

Mr. CARVELL. Before the expiration of the contract.

Mr. FOWLER. Yes, in one case it had three years to run.

Mr. MACLEAN (Halifax) At this late period and hour the Postmaster General can afford to do certain things and have them go uncriticised, but I wish to in-form him that there will come a time

in his experience as a public administrator when he will not go free. A public ad-ministrator who for political reasons can-cels a mail contract secured after public competition and under which the service is being properly performed, is unworthy of a position in the cabinet of this country and is a discredit to the public service of Canada. I think every man in parliament should make a protest against such a course. The Postmaster General will not deal seriously with the questions which have been put to him this evening upon this issue. Mail contracts legally in existence have been interfered with in other counties; it is a matter of common occurrence, and I think the very least the hon. gentlemen should do is to explain seriously the reasons behind his actions.

Mr. SINCLAIR. I have in my own constituency a case of great hardship. One man, Mr. McGrath, Sherbrooke, N.S., out-fitted about a year ago for operating an extensive and difficult mail contract on the Atlantic coast between Halifax and Sherbrooke, in my constituency. He was to be paid over \$3,000 a year. He purchase a large number of horses and carriages and was conducting the business in a manner satisfactory to the people of the locality and to the department.

I have never heard the slightest complaint against the manner in which Mr. McGrath was carrying on his contract, but without notice and without reason his contract is cancelled, in order to hand it over to a partisan of the Conservative party who wanted the job. There are numerous mail carrying contracts of that kind cancelled by the Postmaster General, even though they were obtained on the lowest tender, for no better reason than that some political supporter wanted to get the contract. Now, with regard to the dismissal of Mr. Harris, postmaster at Whitehead, I wish to say I have looked through the papers the minister was kind enough to place on the table, and I find that the complaint against Mr. Harris is a letter written by Mr. George H. Munroe, who states the bald fact that this postmaster is an offensive partisan. Mr. Harris is a leading merchant of that village, he is a justice of the peace, a very respectable man, and I dc not think it possible that anything of-fensive could have been proven against him even in a political sense. I find that a letter was written to Mr. Harris by the secretary of the Post Office Department as follows:

Ottawa, 21st January, 1912. Sir,-I am directed to inform you that it

as postmaster. The Postmaster General desires to know therefore what you have to say in reply to the charge.

Mr. Harris answered:

Yours of the 24th to hand and contents very carefully noted, and in reply would say that I have always voted at elections, but I do not consider that I have been an offensive partisan.

The answer that Mr. Harris got to that is as follows:

I beg to acknowledge your communication of the 25th ultimo in reply to mine of the 21st, informing you that representations have been made to this department that you have been an offensive partisan in federal politics since the date of your employment as postmaster. In reply I wish to point out that the answer you make, namely, that you do not consider that you have been an offensive partisan, is not considered satisfactory.

I do not see what else Mr. Harris could have done. He was told he was charged with being an offensive partisan and his answer is that he did not consider himself an offensive partisan, and so the Postmaster General dismissed Mr. Harris without any investigation and without naming an offence.

Mr. PELLETIER. You have not read the whole of the letter.

Mr. SINCLAIR. The rest of it does not help the Postmaster General's case. It says:

What the department desires to know is whether you did or did not take an active part in the federal elections since the date of your appointment as postmaster, and I have to request that you will give a definite reply to this question.

When Mr. Harris said he was not an offensive partisan, is not that a definite reply enough.

Mr. PELLETIER. That is evasive.

Mr. SINCLAIR. Well, it was a denial, and it was sufficient to put him on his trial if the denial was not accepted. He denied the charge, and the minister should have investigated it, but what he did was to dismiss Mr. Harris without an investigation. We were informed by the government the other day that there are forty of these investigators travelling throughout the country at remuneration varying from \$65 to \$10 a day and travelling expenses. I estimate that it is costing the country \$1,000 or more a day to carry on these inquiries. If the Postmaster General is not going to give fair investigations, it would be better to abandon these inquiries altogether, save the money, and let the Postmaster General put them all out. It would be more courageous for the minister to take that course.

Mr. SINCLAIR.

Mr. BURNHAM. Is the evidence on file?

Mr. CARVELL. There is no evidence to put on file; he dismissed some in my county without investigation and without notice.

Mr. SINCLAIR. There is no trial and 10 evidence taken in some cases. There is a commissioner operating in my county, and the attempt that man takes to give a fair trial is a farce. He investigated a number of officials in Guysborough a few days ago, and the details have reached me as to how he behaved. He reached the town and he put up at a boarding house and he said he would conduct the investigations in his bedroom, and that they would be private, and that no person would be allowed into the bedroom except the accused man and the witness and himself. He refused a solicitor who appeared the right to ask questions. He said if there was any questions to be asked he would ask them. One of the men who was being investigated claimed the right to cross-examine and he told him to shut up. He called witnesses in and got statements from them and got their names to statements without the accused seeing them at all. In one case he appointed four o'clock in the afternoon for a hearing, and about ten or eleven o'clock in the morning a witness came along and said he didn't want to remain there until four o'clock, and he took this witness up to his bedroom and he got him to sign a document stating some accusations about this man, and although the man who was accused was in the next building and could have been found in two minutes, he was not called before the witness.

Mr. BURNHAM. How does the hon. member know all this?

Mr. SINCLAIR. I know the facts of the case because they have been sent by the solicitor who was there, and I can prove every statement I make. He got the witness to sign a statement in the absence of the accused, and he met the witness a little later on and brought him up to his bedroom again and he got a second statement from him.

When this man came for his trial at four o'clock in the afternoon he said he would like to see the two statements that the witness had signed. Mr. Duchemin, who was the executioner in this case, refused to give him copies of the statements, but said he would read them over. But he only read one, which did not correspond with what the witness said he had stated. That is the way the investigation was carried on. This man Duchemin also tried to frighten the telegraph operator, who was a girl. He asked this girl to produce all the telegrams from Torrey, which were sent

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through her office in the month of August and September. The telegraph operator said she would like to have the names and dates of the telegrams; but Mr. Duchemin said she must produce all the telegrams, irrespective of the names or dates. She telegraphed to her head office asking whether she should do that or not, and they told her she should not. He threatened her with criminal prosecution, and had the girl in a great state of excitement all day, and finally got her under examination, but did not find out anything against this man whom was pursuing. The brutal he way in which this man Duchemin is conducting this investigation is repulsive to everybody who knows anything about it. It would be better for us not to have these investigations going on at all, especially as we are paying these men large sums of money for travelling through the country and doing this work for the government. I wish to tell my hon. friend what his agent is doing in my county in order that he may, if he sees fit, recall him and send some person there who would be fit to carry on an investigation of that kind.

Mr. PELLETIER—What is the name of the place where this happened?

Mr. SINCLAIR. In the town of Guysborough.

Mr. MACDONALD. Is the Postmaster General going to give any compensation to the mail contractors whose contracts he cuts off summarily without any investigation, without any statement from members of this parliament, and without any information except charges for which there is no warrant whatever?

Mr. PELLETIER. I have not done any such thing.

Mr. MACDONALD—Will the hon. minister be willing to cancel a contract for any man who comes to him hereafter and wants to get rid of his contract, or will he insist that he shall continue it at the old prices?

Mr. PELLETIER. In each case, if the new man will not take the same price or at a lower price than the other man, we will ask for tenders

Mr. MACDONALD. But suppose a man has a contract which he got at the lowe t tender, and he comes to my hon. friend and says, I do not want to continue this for the period, will my hon. friend let him give it up?

Mr PELLETIER. Sometimes we do. It will depend on circumstances.

Mr. MACDONALD. What are the circumstances?

Mr. PELLETIER. Each case has to be considered on its merits.

Mr: MACDONALD. The hon. gentleman is insisting on a new principle. A contract is not a contract at all under the Postmaster General. My hon friend can cancel it when he pleases and will cancel it without compensation, no matter what expense the contractor has gone to, and if a man has a contract which he does not want to perform all he has to do is to go to the hon. gentleman and throw it up.

Mr. LANCASTER. It was the same under the late government.

Mr. MACDONALD. It was not.

Mr. FOWLER. It was, and I can prove it.

Mr. MACDONALD. The hon. Postmaster General is going at a very rapid rate in decapitating men known as Liberals. Not satisfied with evidence given by hon. gentlemen who sit behind him, he has accepted the statements of irresponsible people, supposed to be Conservatives, who have written to him, and upon these statements has cancelled contracts and dis-missed postmasters. For myself, I do not propose to raise any question as to the dismissal of any man who has been a partisan; but when the Postmaster General undertakes now, or in future, before next session of parliament, to remove any man in my county without investigation, upon the word of a man who has no seat in this parliament, I want to tell him that there will be other sessions of parliament, and he will spend many a sleepless night, and other ministers will do it, because we do not propose to put up with that kind of thing in this country. The Postmaster General is the chief buccaneer of the whole crowd. He has been the most ruthless in his disregard of every possible reason which should influence a minister in coming to a conclusion. My hon. friend might as well understand that this session is no criterion of what he will have to meet in future if he is going to pursue this course. As regards the performance of this man Duchemin, if there ever was any court or tribunal in any country since the days of Jefferies equal to the performance of this official, I would like to hear of it. I have brought this question before the House several times. Let me give an instance. Early in the session I asked the Minister of Public Works to investigate the case of a man against whom charges were made. He promised to do so. But the man against whom the charges were made was refused counsel. Why should any man who undertakes to try a man charged with an offence of a political character refuse him counsel? Suppose a caretaker of a public building is charged,

is he a man who knows how to present facts to a tribunal? Or is a mail contractor? Mr. Duchemin will not allow any man charged to be represented by a solicitor or even to ask a question of the witness before him-says, if you want a question asked, I will ask it. The table them: 'If you want any ques-

tions asked submit them to me and I will consider whether I can put them or not." That is a nice kind of investigation. Dis-miss the partisans if you want to, but for Heaven's sake do it under proper conditions. What sense is there carrying on a warfare of that kind? Is it decent, or fair, or honourable? Let any hon. gentleman here go and say to the Postmaster General that he wants something done in his county on his responsibility as a member of par-liament. Very well, do it. But when you go into other counties where you have not men who are prepared in parliament to defend their action, should there not be a fair trial. My hon. friend the Postmaster General and other gentlemen say: 'You are going to have a fair trial.' And yet this man Duchemin, who is an irresponsible partisan of the worst kind, with no conception of what is fair and right, has sent in a report to the Minister of Public Works recommending that this caretaker should be dismissed. I went to the Minister of Public Works and asked him would he not be good enough to request Duchemin to send in the evidence, and have him to look at that evidence before he decided in the case. As soon as I came into the House to-night I received a letter stating that the dismissal had been made, and that without ever seeing the hon. friends opposite may gratify a few Tory heelers in their respective constituencies, but it will not do them any good politically. For the man they dismiss un-der those conditions will go out with a spirit of revenge determined to fight until he gets even with those who have wrought him harm. If it is good politics my hon. friends are welcome to it, but it is not fair-play, it is not decent, it is not right, and every hon. gentleman knows that it is not. I want to say to the Postmaster General, who has done one or two things in my county, that I am as anxious as any hon. member here to close this session of parliament, but I promise him that if I am spared with health and strength to be back here next winter, if he or any of his col-leagues attempts to repeat any of these performances, they will not easily get through the next session of parliament.

Mr. PELLETIER. I am prepared to spend many sleepless nights for having done my duty-

Mr. MACDONALD.

Mr. PELLETIER. And no threats from the member for Pictou, or from any other member of this House will deter me from doing what I consider to be my duty.

Mr. MACDONALD. Does the hon. gen-tleman consider it to be his duty to boldly carry into effect in this country, without any question, the spoils system?

Mr. PELLETIER. My reward for not having dismissed all the postmasters whom I have been asked to dismiss is this attack of to-night.

Mr. CARVELL. You will dismiss them all.

Mr. PELLETIER. Dismiss them all?

Mr. CARVELL. Yes, every one.

Mr. PELLETIER. I tell my hon. friend that his statement is not correct.

Mr. CARVELL. You have dismissed every man in my constituency. There has not been a man that you have not dismissed. It is worse than highway robbery.

Mr. PELLETIER. I say that in many cases I have refused to dismiss postmasters whom I have been asked to dismiss, when I thought I ought not to do so.

Mr. MACDONALD. Where were they?

Mr. CARVELL. That is not true of my constituency.

Mr. PELLETIER. If the time was not so short I would be prepared to read to the committee, answers which I have given when I thought the requests made for dismissals were not reasonable.

Mr. MACDONALD. How did you find out that the dismissals asked for were not right?

Mr. PELLETIER. I found it out to the best of my knowledge and ability.

Mr. MACDONALD. You know nothing about it.

Mr. PELLETIER. I have not dismissed one man whom I did not think I ought to dismiss.

Mr. CARVELL. What about the women?

Mr. PELLETIER. And I shall continue in the future to do the same thing. No threats will prevent me from doing what I conceive to be my duty. As to the case of Mr. Duchemin, of whom some members have spoken, the case is worth looking into. If the facts are as stated, I shall certainly look into the matter, because I do not think it is fair. The allegations are all on 'Hansard,' and I have asked my assistant deputy minister to write to Mr. Duchemin and send him a copy of Mr. MACDONALD. Do you call it duty? what has been said and get his answer,

because Mr. Duchemin is not here to defend himself.

Mr. TOBIN. I would like to ask the Postmaster General if Dr. Shurtleff is the same gentleman who is holding an investigation into the case of Joseph Cloutier of St. Adolphe de Dudswell? Let me quote the heading which is to be found in the Daily 'Record' of Sherbrooke, under date 26th January, over a report of the proceedings of the gentleman in question:

Political partisanship in eastern townships. The commissioner, Dr. Shurtleff, K.C., has commenced investigation— Heard evidence in connection with charges

Heard evidence in connection with charges against postmaster and customs officers— Evidence is taken under oath and submitted to ministers at Ottawa.

Now I desire to read a statement taken from the Daily 'Record' of March 6:

Prepare for elections. Sherbrooke expects provincial contest shortly.

Sherbrooke, March 6th-(special).

The leading Conservatives of the Eastern Townships are expecting the provincial elections at an early date, and are already preparing for a strenuous fight. At the annual meeting of the Conservative Association, held here last week, it was announced that in view of the recent federal success in the party the very best men could be secured as candidates. Dr. W. L. Shurtleff, of Coaticook was appointed organizer in chief of the townships.

I would far sooner trust the Postmaster General to do justice to the postmasters in the county of Richmond and Wolfe, than I would to Dr. Shurtleff. That gentleman is the organizer for the Conservative party in the eastern townships, and I would ask the Postmaster General if he is the right person to select to conduct impartial investigations?

Mr. PELLETIER. He is a man of high standing.

Mr. TOBIN. I know this gentleman will not conduct an impartial investigation; he is a Tory organizer in the eastern townships. I concur in what my hon. friend from Pictou has said as to the character of these investigations. A charge is made against a civil service employee, but he cannot find out who has made the charge, and does not hear the evidence against him. I do not think that is either fair or right. I am satisfied that if the Postmaster General were to look into these cases in the eastern townships he would not dismiss any man. I have nothing to say against Mr. Shurtleff as a citizen, but he is a political organizer and the Postmaster General should be big enough to engage someone else for this work than a man who has been so closely identified with politics as Dr. Shurtleff has been in the past. Mr. CARROLL. I asked the Postmaster General the other night the reason for the change of the old postal service at New Waterford and East Waterford, and who recommended the change.

Mr. PELLETIER. According to the files that I have before me, there has been a demand made but no change has taken place, I would not like to be absolutely certain about that.

Mr. CARROLL. There is no doubt there has been a change, and I believe this change is not in the best interest of the community espe-cially of the business men of that com-munity. I believe it is more in the interest of political wire pullers. I ask the Postmaster General to have this matter investigated by the first of his officers who goes to that section. I would not ask to have him send a man specially, but the inspector is there often, and no doubt during the summer some of the employees of the department here will visit that county. This is a new mining town and there are in the vicinity at present from four to six collieries. It is quite the common thing to have at each colliery five hundred, or eight hundred, or it may be as many as four or five thousand people. It has been the policy of the country to establish a post office for each colliery; it is the most convenient and acceptable way to serve these people. In Glace Bay, a town of 20,000 people, there are six or seven post offices, in addition to the central post office in the centre of the town. That is, there is a post office at every colliery. I am not objecting to the dismissals of these post-masters. I have their letters admitting that they are political partisans; and they are not complaining. But the people are complaining that this change in the post office is most inconvenient to them. The post office is situated at a place called Neal Smith's, which is only about 660 yards from one post office, but it is almost about three miles from the other. Further, the post office is not now on a public road, it is on a road owned by a private individual. All I ask is that the minister should investigate this matter when opportunity offers. I think he will see that the granting of the request of who ever made the re-quest, was an unfair thing to the great majority of the people of the district.

Mr. PELLETIER. I will take note of that, and we will try to meet the hon. gentleman's wishes.

Mr. SINCLAIR. Will the Postmaster General be kind enough to furnish me information with respect to the mail service at Grovesnor, in Guysborough county?

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Mr. POWER. Was there an investigation in the case of Mr. Mullaly who was dismissed from his position as mail clerk on the Intercolonial railway?

Mr. PELLETIER. I remember this case very well. Mr. Mullaly was dismissed for political partisanship. I sent him a letter as I always do, asking him whether it was true or not. He sent word that it was not true. As I knew it was true, I asked him kindly to meet me at my office in Quebec, and there he admitted that he had taken an active part in the election of my hon. friend (Mr. Power) in Quebec West. He requested me to allow him to send in his resignation instead of being dismissed. I told him I would do this with pleasure. But he charge in the presence of witness it was not worth while to spend public money in an investigation.

Mr. POWER. I am glad that the minister thought this man important enough to make a trip to Quebec personally to investigate his case.

Mr. McCREA. The first hour of to-night's sitting was taken up by the Minister of Labour (Mr. Crothers) dealing with the question of the relation of the railway towards their employees. And the hon. min-ister seemed to think, and the whole House was with him that the dismissal of railway officials should not be dealt with lightly and that the Grand Trunk railway should be forced to take their men back. I am not prepared to say that that is not right, on the ground that a Grand Trunk employee or any other should not be deprived of his position without fair investigation. But surely, the Grand Trunk employees are not more human than the civil servants, be they postmasters or mail-carriers or anything else are human enough to be entitled to fair treatment. While they are servants, they are not slaves, I should hope. servants, they are not slaves, I should hope. Surely, it is the duty of this government to set an example to other employers, and not cut the heads off its employees indis-criminately because somebody reports that they are political partisans. The position of these men may be small, they may be given but little recompense for keeping up a country post office or the carrying of a country post office or the carrying of mail. But it is likely they have had to go to a good deal of expense in fitting up for this work, and it surely is not reason-able to cut off their heads without a fair hearing.

If we are going to preach morality, and preach fairness to railway companies, we ought to set an example to them at home. I must say to the credit of the Postmaster General that so far I have heard of only one dismissal in the county of Sherbrooke, and I hope I won't hear of

Mr. SINCLAIR.

any more. I am not making any complaint on my own behalf, because I believe that, from a political standpoint, the dismissal of a postmaster or of any other member of the civil service does more harm to the government who dismissed him than it does to the opposite party. But it is a question of justice and fair-play to the men who are in the public service for which I am pleading, and I say that they ought not to be discharged from their positions until they have had an opportunity of being heard and making their defence.

Mr. SINCLAIR. Why was the contract at Grosvenor increased from \$65 to over \$100?

Mr. PELLETIER. It is taken on the recommendation of the controller who thinks it is the best thing to do and as my hon. friend knows the controller is a very trustworthy official.

Mr. SINCLAIR. I asked why it has been changed from \$65 to \$100.

Mr. PELLETIER. It is now a daily service, the \$63 was for a tri-weekly service. The lowest offer was from Alexander Todd, \$63 for a tri-weekly service or \$126 for a daily except Sunday service. The present service is daily at \$126. It is the practice in the department to give the pro rata increase to the same contractor.

Mr. G. BOYER (Vaudreuil). (Transia-Mr. Chairman, I hope the hon. tion.) Postmaster General will allow me, following in the footsteps of other hon. gentlemen, to submit to his consideration certain facts which have occurred in the county of Vaudreuil, whose representative in this House I have the honour to be. I refer to the dismissals, actual or prospective, of some postmasters. When I was first elected in 1904. I knew of five Conservative postmasters in my county who had voted against me. It may surprise the hon. min-ister to hear me state that I conceived no bad feeling whatever against them on that account. I did not ask for their removal. Later on, during the election of 1908, it did not occur to me that I should solicit their support or exact, accordingly, certain pledges. They were left entirely free to do whatever they pleased. For the further information of the hon. minister, I may tell him that in this second instance, as in the first, those postmasters voted against me. I did not take any notice of it any more than the previous instance, and the day following my second victory, found me still entertaining kindly feelings. Why did I not follow a course similar to that followed by the political friends of the hon. Postmaster General? It is because I consider the sacred right of a man to vote as he pleases, and even to take a certain Alas, I find that the feelings of justice and generosity which I showed on those two occasions are not very much appreciated to-day by the powers that be in my county. It has been laid down as a principle, in Vaudreuil, that any postmaster who has taken part in the election of September last on behalf of the then government should be dispensed with. Indeed, in some cases, people have gone so far as to insist on the removal of postmasters who merely exercised the franchise.

I find, on inquiry, that these people are not taken to task for improperly managing their offices, there being no ground for criticism in this respect. Their only offence is being Liberals. That is shameful.

Now, taking it for granted that the gov-ernment would abide by the rule they had laid down that any postmaster who had meddled with politics during the last election should be removed, I put the follow-ing question: Is it the intention of the government to discharge as well a postmaster who had worked against a Liberal candidate? The hon. Postmaster General answered that he decided only concrete cases, which meant that each case would be submitted to him, a definite charge laid down and that on the evidence he would base his finding. I had almost forgotten my question and the minister's evasive answer, when unexpectedly heads began to fall in my constituency. Then, and not before then, Mr. Chairman, did I write to the hon. Postmaster General. I drew his attention, in very plain language, to the fact that a certain postmaster, whose name and address were given, had taken an active part against me in the last election, and had been guilty of the much more grievous offence of interfering with the delivery of Liberal newspapers and of election literature though duly stamped. I appealed to the hon. Postmaster General for an inquiry in respect to that postmaster; I requested him at the same time to let me know when and where that inquiry would be held, being satisfied that I would be in a position to show the truth of the charges made against that man. I did not get an answer.

Mr. PELLETIER. (Translation.) Did not the hon. member get a acknowledgment of the receipt of his letter?

Mr. BOYER. (Translation.) As a matter of fact, I did receive a letter of acknowledgement from one of your secretaries, informing me that as soon as an opportunity offered the matter would be laid before you. Nothing more. I find that the opportunity is long in coming, and on the other hand I am anxious that it should not be delayed too long; otherwise. I would find myself under the necessity of waiting until after the next election, when the 2104

Liberals will be once more in power, to inflict the just reprisals which should be inflicted forthwith.

I have another matter to which I would like to draw the attention of the House: I mean the removal of the postmaster at Val des Eboulis. A long time before the election, that post office was without a postmaster, in the hands of somebody who had not even gone to the pains of taking General to appoint Mr. William Robert, in place of Mr. Pierre Quesnel, who had left the place. It was not a question of party politics. I always congratulated myself on that appointment, because people in the vicinity stated that never had the service been carried on in such a regular and business-like way. The new appointee, Mr. Robert, who was at the same time the postman, carried on the work to perfec-tion. His predecessor who performed the duties without any official authority, did not have to speak the truth, much time at his disposal for the carriage of the mail. Being a cheesemaker by trade, he gave more time to this latter business than to the other.

Mr. Chairman, I applied to the Postmaster General for an inquiry, so that Mr. Robert may know why he was dismissed, and so that, on the other hand, the public may know whether they should or not have been removed. The hon. gentleman answered that the facts in his possession were sufficient to justify Mr. Robert's dismissal. In short, I inferred that his friends in Vaudreuil had insisted on Mr. Robert being removed, and that settled the question. I suppose that nobody had the courage to charge that citizen, known for his quiet disposition, with having meddled in politics, and still less with having canvassed votes on my behalf, that would be an outrageous slander.

I understand that the commissioner has made an inqury into the doings of Mr. Isidore Chevrier, postmaster at Mount Os-It appears that this gentleman is car. branded as a great offender for having worked on my behalf. In the meantime I stated in this House that his support was of a moral rather than practical nature. Of course, considering the position he filled. I would not have expected more. Grudge and a spirit of rivalry independent of poli-tics have supplied political opponents with a semblance of reason for demanding his removal. Now, as a dast stroke of fate in punishment for such wickedness, it is in the house of a strong and enthusiastic Liberal, one on whom I relied as one of my best and most stalwart friends that the post office has been located. There was not even in the district a Conservative to meet such a need. The new appointee, hearing

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the friends of the new government did not succeed in reeking vengeance on Mr. Chevrier, consented, in order to avoid a greater evil, to accept the position.

Even at a very late date, the people of Point Fortune were startled by the announcement of an inquiry which was instituted in their locality concerning the postmaster, Mr. William Brown, one of the most respected citizens of that locality, of which he has been mayor since a date I might almost say beyond recollection. Mr. Brown enjoys general respect and esteem. He has been postmaster for thirty years past, if my memory serves me right. He has filled and still fills in his locality the chief municipal positions. In fact, he is a man by whose liberality the Frenchspeaking and Catholic element have greatly profited, though he is an English-speaking Protestant. I wish, Mr. Chairman, that the Postmaster General could realize the popular indignation to which such a dismissal gives rise. I am satisfied that he would have nothing more to do with the unjust dealings suggested to him by political friends in Vaudreuil. And who are those who will profit by the inquiry carried on concerning this grand old gentleman? Who has been appointed postmaster or is about to be appointed? Well, I am sorry to say so, Mr. Chairman, but the man who will soon discharge the duties of postmaster, if already he is not entrusted with them, can neither read nor write.

Mr. PELLETIER. (Translation.) That is not done yet.

Mr. BOYER. (Translation.) The hon. minister says: 'It is not done yet,' well I am very glad of it, and I hope he will not allow such an outrage to be perpetrated. Of course, I knew that the hon. minister was not responsible for what was being done, but in that connection his adviser or advisors had a keen interest. I trust the hon. Postmaster General will not be aggrieved on account of my making these suggestions on the floor of the House. It is incumbent on me to let my electors know that I disapprove of those dismissals, which I deem unjust and tyrannical. I am not casting any aspersions directly on him, for I am aware that if his friends in Vaudreuil had taken kindly to the advice which he tendered, they would not be today in the sad plight which such mean and petty warfare will not fail to put them in.

Mr. PELLETIER. (Translation.) Is the hon. member complaining that postmasters have been removed without inquiry in his county?

Mr. BOYER. (Translation.) Yes, the minister will observe that, while an inquiry has taken place concerning Mr. M BOYER

Adolphe Valois, postmaster at Vaudreuil Station, and another concerning Mr. Isidore Chevrier, at Mount Oscar, and still another to which I referred concerning Mr. Brown, there still remains Mr. Robert who has been removed without any justification whatever. Now, I appeal to the minister to show the same spirit of fairness in regard to Mr. William Robert, and to grant him the favour of an inquiry.

While I am on my feet I strongly appeal to him to apply the principle which has been so much insisted upon the course of this discussion and to which I referred at the beginning of my speech: let him grant an inquiry concerning the postmaster on whose behalf I myself personally wrote to him. It would be only giving fair play. and he will not be the loser thereby.

Mr. LEMIEUX. I would ask permission to put on 'Hansard' the list of posimasters dismissed. Having been Post-master General for some years I have been deluged with letters from postmasters asking the cause of their dismissal and particulars of the investigation in each case. I simply suggest this to save time.

Mr.CURRIE. The hon. gentleman is try-ing to take advantage of the good nature of the House. Early in the session I read an official list of the dismissals of 1896. 1 did not go into the postal service, because it would have taken me a whole day to do it, but I was forced to read the list which I did put in, from end to end. I do not think the hon. gentleman is within the rules of the House in asking that.

Mr. LEMIEUX. Oh, no.

Mr. CURRIE. And at this late hour I do not think he is justified in reading it until we can get a list of postmasters dismissed in 1896.

Mr. PELLETIER. The hon. member has a perfect right to get this on 'Hansard' by reading it and it would be a saving of time and only fair to both sides to allow it to be inserted.

Mr. LEMIEUX. Thank you.

The list is as follows:

Statement of dismissals of postmasters in Canada from October 1, 1911, to January 22, 1912, showing names of postmasters and location. Abenakis, Dorchester, Joseph Chabot. Abenakis Springs, Yamaska, W. E. Watt. Abernethy, Saltcoats, J. B. Gillespie. Adamsville, Kent, Andre Arseneau. W. Albert Kings and Albert, Danl. Stewart. Amqui, Rimouski, Louis A. Pouliot. Apsley, Peterboro, E. R., Duncan Brown. Arborg, Selkirk, S. Jonasson. Arkona, Lambton, E. R., C. N. Eastman.

Gros Morne, Gaspe, E. J. McNeil. Hauteur, Rimouski, P. Dechene. Hardisty, Strathcona, A. McLachlan. Harrowby, Marquette, Stewart Blane. Hay Cove, Richmond, M. Campbell. High River, Mcleod, Jos. Limoges. Hortonville, Kings, F. W. Curry. Huntsville, Muskoka, W. F. Clearwater. Johnson's Croft, King's and Albert, Ed. E. Johnson Arthurville, Bellechasse, Geo. Roy. Avonmore, Kings and Albert, W. H. Harmer. Balmoral, Selkirk, Robt. Rutherford. Bath, Carleton, Miss Mary A. Bohan. Beaconsfield, Jacques, Ulric Pilon. Belleville, Hastings, W. R., D. R. Leavins. Belmont, Colchester, Edmond Lewis Benton, Carleton, Ed. Lafferty. Beresford, Brandon, Jas. Morrison. Bertheir en haut, Berthier, C. W. Phillips. Binscarth, Marquette, Alex. Crerar. Black Lake, Megantic, Jos. Ouellet. Bon Conseil, Drummond and Arthabaska, L. P. Leclerc. Bout du Monde, Maskinonge, Hormidas Baribeau. Harmer. Johnson. land. Baribeau. Baribeau. Bridgeburg, Welland, Wm. M. Hogg. Brigham, Brome, Dr. B. Jeanette. Bruxelles, Macdonald, Gustave Hutlet. Bulyea, Regina, J. M. Barlow. Burtt's Corner, York, Elwood Burtt. Cacouna, Temiscouata, Miss M. A. Saindon. Campbellcroft, Durham, Wm. Moyse. Canso, Guysborough, Alex. M. Roberts. Canton Tache, Chicoutimi and Saguenay, A. Villeneuve. Cap a la Baleine. Rimouski Cyrilla Pellachand. Lac Masson, Terrebonne, D. Chartier. Lao Verte, Humbolt, Thos. Irwin. Lake Etchemin, Dorchester, Jos. Begin. Lands, End., Kings, and Albert, Jos. Baxter. Lang, Regina, S. C. Wight. La Tuque, Champlain, Amedee Paquin. Lavaltrie, Berthier, Odias Migneron. Les Chenaux, Montmorency, Xavier Bontet. Les Eboulements. Charlevoix, Jos. Bouchand. chard. Cap a la Baleine, Rimouski, Cyrille Pelletier. Capelion, Sherbrooke, E. Galvin. Cap St. Ignace, Montmagny, Victor Bernier. Cap St. Ignace Stn., Montmagny, Philias, Carleton, Bonaventure, Bernard Leclerc. Carleton, Bonaventure, Bernard Leclerc. Carman, Macdonald, Johnston Watson. Cascades Point, Soulanges, Mrs. O. Leroux. Causapscal, Rimouski, Mrs. Marie P. fontaine. Barnes. Barnes. McLarty, Algoma, W. R. Robt. McLarty. Macleod, Macleod, A. F. Grady. Manseau, Nicolet, C. Kironac. Mansonville, Brome, W. R. Oliver. Mariahilf, Saltcoats, D. Flegel. Mascouche, L'Assomption, Dionas Roy. Centre Acadie, Kent, Wm. Richard. Centre Mill-stream, Kings and Albert, Jno. Reynolds. Clifton, Kings and Albert, S. Flewelling. Coleman, Macleod, A. M. Morrison. Cranberry, Megantic, Wm. J. Donaghy. Crystal Beach, Welland, E. A. Buck. Cypress River, Macdonald, Mrs. Mary Pearce. Mascouche, L'Assomption, Dionas Roy. Matane, Rimouski, Oc, Dionne. Melita, Souris, R. M. Graham. Melville, Saltcoats, H. W. Lindsay. Midhurst, Simcoe, N.R., Jno. M. Smeath. Midhurst, Simcoe, N.R., Jno. M. Smeath. Midhurst, Simcoe, N.R., Jno. M. Smeath. Millington, Branch, Lunenburg, Jac. Snyder. Millington, Brome, S. G. Patch. Montauban, Portneuf, J. A. Matte. Montauban, Portneuf, J. A. Matte. Mouth of Kestwick, York, Dav. Pickard. Newcomb, Lunenburg, Wm. H. Necomb. Nicolet, Nicolet, N. Jutras. Northrup, Kings and Albert, Philo Z. Delagrave, Montmagny, Mrs. P. Letourneau Denmark, Colchester, J. W. McLeod. Duntroon, Simcoe, N.R., Wm. Campbell. Earl Grey, Regina, A. C. Beach. Earltown, Earltown, Colchester, Wm. Mc-Kongio Kenzie. East Bolton, Brome, Austin T. Vaughan. East Broughton, Beauce, A. Lessard. Eastman, Brome, C. H. Dingham. East Roman Valley, Guysboro, Jno. M. Bornes M. Rogers. East Sherbrooke Sub. Sherbrooke, Vict. Archambault. Echo Bay, Algoma, W. R. T. W. Trotter. Enfield, Hants, Henry F. Donaldson. Erisksdale, Dauphin, Gilbert Serkau. Escott, Brockville, F. T. Hutchison. Farran's Point, Stormont, R. S. Sheets. Fleming, Qu'appelle, R. Chappell Florenceville, Carleton, Den. McGaffigan. Fork River, Dauphin, N. Little. Foxboro, Hastings, E.R. Chas. Ashley. Frankford, Hastings, W.R., J. U. Simmons. Georgeville, Stanstead, D. A. Bullock. Grafton, Northumberland, W.R., Hugh Ross. Archambault. Notre Dame de Rimouski, Rimouski, J. E. Belanger.
Nottawa, Simcoe, N.R., Ed. Wiley.
Onslow Stn., Colchester, Clarence Crewe.
Petite Matane, Rimouski, Chas. Perron.
Phelpston, Simcoe, N.R., L. Shanahan.
Piedmont, Terrebonne, Felix Boisseau.
Pincher, Stn. Macleod, R. W. Morgan.
Plumas, Dauphin, Mrs. W. D. Lamb.
Point de Roche, Queens, P. McCormack.
Pointe Ste. Anne des Monits, Gaspe, P. Gagnon. Ross. Granby, Shefford, Geo. F. Payne. Grand Prè, Kings, W. C. Hamilton. Gagnon.

- Juvenile Settlement, Sunbury-Queens, Jno. McCracken.
- Katrine-Station, Parry Sound, J. W. Suther-
- Kenloch, Inverness, oRd. McLean. Lac a la Tortue, Champlain, L. P. Mar-

- Les Eboulements, Charlevoix, Jos. Bou-
- Little Metis Stn., Rimouski, Paul Marmen. Lourdes, Megantic, Od. Doucet. Lower Economy, Colchester, G. M.
- McLaughlin. Ludlow, Northumberland, Lemuel Hovey. Lyster Station, Megantic, Miss A. Pre-
- MacLenan, Algoma, W. R., D. M. Macêay. McDonald's Point, Sunbury-Queens, D. W.

Northrup, Kings and Albert, Philo

- Z. Northrup. Notre Dame de la Salette, Labelle. A1.
- Boisvenue.
- Notre Dame de Rimouski, Rimouski, J. E.

- Poodiac, Kings and Albert, M. Sherwood.

<ul> <li>Poplar Point, Macdonald, W. Lang.</li> <li>Price, Rimouski, Jos. Fournier.</li> <li>Public Landing, Kings and Albert, Dav. Brown.</li> <li>Quai des Eboulements, Charlevoix, Jos. Tremblay.</li> <li>Racine, Shefford, J. H. Lussier.</li> <li>Rathburn, Ontario, N. R., Jno. Mulvihill.</li> <li>Riding Mountain, Dauphin, A. H. Scouten.</li> <li>Roblin, Marquette, A. G. MoBean.</li> <li>Ruisseau a Sem., Rimouski, M. Chenal.</li> <li>Ruisseau Plat., Maskinongé, E. Trudelle.</li> <li>Rydal Banch, Algolma, W. R., Jno. H.</li> <li>Chambers.</li> <li>Ste. Agathe de Lotbiniere, Lotbiniere, C.</li> <li>Brochu.</li> <li>St. Alphonse, Joliette, J. P. Theriault.</li> <li>Ste. Anneur, Prescott, J. B. Ravarie.</li> <li>St. Alphonse, Joliette, J. P. Theriault.</li> <li>Ste. Anne de Beaupre, Montmorency, R.</li> <li>Fortier.</li> <li>Ste. Bonaventure, Yamaska, A. Letendre.</li> <li>St. Cacilxte de Kilkenny, Montcalm, D. Beauchamp.</li> <li>St. Cyrille de Liette, L'Islet, I. Lord.</li> <li>St. Cyrille de Wendover, Drummond and Arthabasca, C. Lavoie.</li> <li>St. Fabien, Rimouski, J. A. Berube.</li> <li>St. Fabien, Rimouski, J. A. Berube.</li> <li>Ste. Felixe, Kinouski, J. A. Berube.</li> <li>Ste. Felixe, Rimouski, A. Otis.</li> <li>St. Fabien, Rimouski, N. Blanchet.</li> <li>Ste. Flore, Three Rivers and St. Maurice, J. E. Julienne.</li> <li>St. Gabriel de Brandon, Berthier, Mrs. A.</li> </ul>	Sutton Brome Unas Gr
Farley. St. Gabriel de Rimouski, Rimouski, A. Le- blanc. St. George, Selkirk, A. Herbert. St. Germain de Kamouraska, Kamouraska,	Tenby Bay, Algoma, W.H. Tooleton, Kings and Albe Trois Pistoles, Temiscoua Troy, Inverness, J. Laidl Upper Greenwich, Kings
J. C. Michaud. St. Ignace de Quebec, Quebec, A. Gagne. St. Irenee, Charlevoix, Chas. Tremblay. St. Irenee les Bains, Charlevoix, Geo. Girard St. Isidore d'Aukland, Compton, E. W. Poulin. St. Jean Port Joli, L'Islet, Jos. Pelletier. St. Jean de Dieu, Temiscouata, Jos. Sirois. St. Joseph de Sorel, Richelieu, F. Peloquin. St. Lambert de Levis, Levis, Hyp. Roy. St. Laurent Montreal, Jacques Cartier, C	Robinson. Waterside, Kings and Alk West Brome, Brome, D. ( Whitehead, Guyborough, Whycocomagh, Inverness, Wickman, Sunbury-Queen penter.
<ul> <li>Gagnon.</li> <li>St. 'Louis de Bonsecours, Richelieu, Mrs. A St. Martin.</li> <li>St. Martin.</li> <li>St. Luce de Matane, Rimouski, Jos. Leveque</li> <li>St. Lucie de Doncaster, Terrebonne, L André.</li> <li>St. Michel de Bellechasse, Bellechasse, Z Gagnon.</li> <li>St. Moise Stn., Rimouski, J. Michaud.</li> <li>St. Monique de Nicolet, Nicolet, E. Belanger St. Narcisse, Champlain, Jos. E. Jacob.</li> <li>St. Hacome, Kamouraska, L. Lizotte.</li> <li>St. Paul de Chester, Drummond and Arther basca, Geo. Rouleau.</li> </ul>	Woodstock, Carleton, C. Yamaska, Yamaska, Mrs Mr. J. DEMERS (St. ville) (Translation). Mr. moments ago the Postmi swered a question which the hon. member for Bet to the post office at St. ferring to a document i was made not to St. county of Beauce, but to

Mr. LEMIEUX.

os. Brodeur.

aption, O. Seguin.

A. Herbert. , F. Larochelle. rville, Lotbiniere,

Dupre. L'Islet, M. Fran-

mption, J. H. La-

Beauce, J. A.

Beauharnois, A.

Iamel. r. B. Bordeleau. s M. Lacoursiere.

orency, A. Lavoie. Goyette.

A. Goyette.
D. Lebrum.
E. Caya.
H. Michon.
I. Belanger.
T. Bouchard.
C. E. Nelson.
and Albert, T.

J. J. Nixon. is,

Gilbert.

A. McHeffey. M. Hastings.

Sluggett.

Dauphinais.

enke.

Inverness, J. D.

W. R., T. Rupert.

ne. ). G. Bell. o. H. Lloyd.

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Auy. Auy. ert, M. G. J. Baird. ert, M. S. Merritt. ata, A. Cote.

law.

and Albert, J. I.

Dessureault.

H. Culp. ngs and Albert, J.

bert, H. T. Copp. G. Derby. W. S. Harris. , J. K. Macdonald. ns, T. M. Car-

L. Smith.

. A. B. Robidoux.

John and Iber-Chairman, a few aster General anhad been put by auce with respect Sébastien, by re-in which allusion Sébastien in the o St. Sébastien in n and Iberville. er kindly let me it document relat-

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ing to the latter of those two localities and tell me whether it deals with complaints or with a question of dismissal as regards the postmaster of that place?

Mr. PELLETIER (Translation). I have no objection to answer this question because I am asked, in that document, not to dismiss the postmaster; I am asked rather, to maintain him in his position.

Mr. J. E. MARCILE (Bagot) (Transla-tion). Mr. Chairman, I do not rise to make a complaint against the Postmaster General, but merely to get an information. I received this morning from one of my friends, a letter which I shall read to the House. It was sent by Mr. Gaudet, the post office inspector of Montreal and addressed to Mr. Girard, mail carrier of Roxton Falls. It reads as follows:

Sir,-Changes have been made in the railway mail service trusted to the care of the Canadian Pacific railway between Knowlton and Drummondville. Those changes will resu't in the cancellation of your contract for carrying the mail between Roxton Falls and Actonvale. According to that contract you are entitled to three months notice for discontinuing the same.

Please let me know at once as to whether you avail yourself of the three months notice or agree that your contract should be brought to an end before the expiration of the three months notice.

At all events, you are to consider this let-ter as being a three months notice.

## Yours truly, V. GAUDET, Post office inspector.

I would like to know whether it is really the hon. minister's intention to make that change in the carrying of the mail by trusting it to the care of the railway com-pany. If so, I may tell him that such a change will cause serious inconvenience to the population at large, but especially to business in Roxton Falls. I am well acquainted with that locality, it is next to where I live, I am just as well posted on the conditions there as on the conditions in Acton Vale. The train carrying the mail shall get to Roxton Falls at nine o'clock in the evening. Then, the answers to letters brought in by that mail cannot leave before the next morning. The post office at Roxton Falls must remain open until after the arrival of the train, for the purpose of delivering the mail, and this will force the traders and the business men to stay up during at least two hours in order to receive their letters and to get through with their correspondence, and so they will be kept busy as late as eleven o'clock at night, whereas to-day the train gets in with the mail at Actonvale, at 'six o'clock in the evening, and it only takes three-quarters of an hour to carry the

der the present circumstances, the mail reaches Roxton Falls about seven o'clock, and according to the proposed arrangement it would be very near ten o'clock before the letters should all be distributed. I think this change is not called for at all and would be disapproved of, owing to the great inconvenience which would result from it. This change may accommodate certain parts of the county, like Warden, Knowlton and South Roxton, but not Roxton Falls. If this change takes place I am sure it will cause many complaints espec-ially on the part of the business men, owing to the fact that the mail would arrive too late in the evening. We all know that letters dealing with business matters must be answered as promptly as possible. We happen to get notices calling for an immediate answer, an answer which cannot be deferred till the next day, especially in cases where notes are due or where drafts must be paid.

I would call the hon. minister's attention to the fact that if he made this change in the carrying of the mail by using the railway between Knowlton and Drummondville, he would be causing no inconvenience, provided, however, he continued the present service between Actonvale and Roxton Falls, because business would suffer from the change as now contemplated, and business carried on in those localities is important enough to warrant the minister's attention.

Mr. PELLETIER (Translation). I take good note of my hon. friend's remarks.

Mr. BOIVIN. As this is a matter which affects the county of Shefford, I would ask the Postmaster General in what manner the mail service is to be changed on the route from Knowlton to Drummondville or Sutton to Drummondville?

Mr. PELLETIER. I will take a note of the question and send a letter informing my hon, friend.

Mr. BOIVIN. There are two trains a day running on this branch from Sutton to Mr. BOIVIN. Drummondville, but there is a mail car on only one of these trains. The placing of a mail car on the evening train from Knowlton to Drummondville would certainly be a great advantage to the people of Waterloo, Warden, Savage's Mills, and South Roxton. In many cases the mails are delayed over a day owing to there not being a mail car on the evening train. On the other hand I think that if the mail contract between Roxton Falls and Actonvale was cancelled, it would be a great hardship to the people of Roxton Falls. The distance is only four or five miles and I would strongly recommend that this mail route from Roxton Falls to mail over to Roxton Falls. Therefore, un- Actonvale be maintained, even if a mail

car is placed upon the evening train. There is no bank at Roxton Falls, which is a town of considerable importance, and the banking business is done at Actonvale. At Roxton Falls, there is a suboffice which, however, is not open every day. Quite a number of banking transactions are done by mail and if the service is cut off, the mail service by the railway will be very irregular and great inconvenience caused. When the Postmaster General makes the change, which will be a great benefit to one part of the country, I would ask him to maintain the stage route which would prevent inconvenience to the people in other parts of the country.

Mr. PELLETIER. My hon. friend can rest assured we will take the matter into consideration.

Mr. P. CARDIN (Richelieu). (Translation.) Mr. Chairman, it is not my in-tention to speak at great length, I only wish to get some explanation with respect to the following fact: I refer to a contract for carrying the mail between St. Victoire and Sorel. On the 4th of March last I had the honour to ask the Postmaster General whether the department had received tenders for the object of carrying the mail between those two places, what were the names of the tenderers, and the price asked by each one of them. In reply, the hon. minister informed me that Mr. Adélard Paulhus had tendered for \$400, and that Mr. F. C. Pelletier had asked \$425, which tender was reduced later on to \$400. I would like the hon. minister to tell me who did let Mr. Pelletier know the lowest tender, which has put him in a position to reduce his own to \$400 after the other ten-

ders were opened. I asked also whether that tender had been recommended and by whom, and the hon. minister answered me in the negative.

It seems strange that Mr. Pelletier was permitted to reduce his tender so as to make it no higher than the lowest, which was that of Mr. Paulhus. Was Mr. Pelletier allowed to reduce his tender so as to make Mr. Paulhus miss the contract be-cause Mr. Paulhus was known as a Liberal, whereas Mr. Pelletier is a Conservative?

I would like to get some explanation with respect to that fact. If the hon. minister is not now informed to the ex-tent of being able to answer me, may I hope that he will give this explanation later on?

Mr. PELLETIER. (Translation.) I shall see to it.

Mr. BOIVIN.

it may be the last opportunity we shall have the pleasure of being face to face with the genial Postmaster General, and it is well that in the defence of our friends we should point out some of the reasons why he should at least spare some of the postmasters in certain parts of the country. We have all heard of a king of ancient days who, to destroy one innocent babe, put the knife to the throat of thousands of inno-cent children, and that act has come down through the ages as one of the most atrocious ever recorded. I trust the Postmaster General will not lay down any general rule that in order to cut off one or two heads he must order a general massacre.

Mr. PELLETIER. Will the hon. gentleman be surprised to hear that all things being equal, in proportion I dismissed fewer postmasters than the Liberals did after 1896?

Mr. McKENZIE. So far, the Postmaster General has only dismissed one postmaster in my county, but that one was a most excellent official, and I am satisfied there was no reason for dismissing him. Now that the Minister of Customs is in his seat, I might refer to the character of some of these gentlemen who are sent around the country conducting investigations. I think it is the Minister of Customs who discov-ered this excellent court that is going around the province of Nova Scotia; I think it is the Minister of Customs who discovered Mr. Duchemin. Some three months ago the Minister of Customs informed me that Mr. Duchemin was to conduct the in-vestigations in his department, and I pointed out to the Minister of Customs that Mr. Duchemin was a fairly good man in his profession, but a most notorious parti-san, a man who met me on the platform in every section of my county, and a most unscrupulous partisan. I do not say any-thing about him in his professional capacity; he meets me at the bar every day that I practice in the courts. I have nothing against him in his capacity as a lawyer, but as a court to try political offenders I would certainly say that if you want heads thrown into the basket you could not get a better man; but if you want a fair trial, you could not get a worse one. I warned the Minister of Customs that that was the kind of a tribunal he was instituting, but he took no notice of my warning. He put the court in operation, and he appears to be handing it, with its great reputation for dismissals, down to the rest of the ministers.

Mr. McKENZIE. I would not speak at this hour of the morning were it not that I have never dismissed a postmaster, and

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I think I have appointed more Conservatives than Liberals. I think the records of the Post Office Department will show that. A new post office was created 18 months ago at North Side, East Bay, and the most suit-able place in the district for it was at the House of an old Conservative family named McEachern, and a life-long Conservative of that name was appointed postmaster. At Grand Narrows the postmaster who was a Conservative died, and we appointed his widow. At Cain's Mountain last year a Conservative postmaster died, and we appointed his daughter in his place. At McCharles near Baddeck Bay, the postmas-ter, a life-long Conservative, died, and we appointed his wife in his place. At Big Hill, Mr. Alexander McLeod, a Conservative, died, and we appointed his son, another Conservative of the same name. At Baddeck Bay Charles McDonald, a lifelong Conservative, who was appointed 50 years ago, died two years ago, and we appointed his son. At Englishtown Mr. McRitchie a leading merchant and Conservative, held the post office in the name of his wife. He was a strong Conservative. His wife died, and his daughter was appointed in her place.

Mr. PELLETIER. What object has my hon. friend in doing this?

Mr. McKENZIE. I am showing that in the county I represent we do not recognize politics in the post office business at all. There was a most conspicuous case in the county of Victoria. At Valley Road a man named Charles Macdonald, an out-and-out Tory, died, and we appointed his son in his place. There are four or five other cases of the same kind, showing the hon. Postmaster General that in my county we do not regard these positions as political. If I wanted to play polifics, I would ask the hon. minister to make a clean sweep of every one of them; but it would not be fair to the people or to those who hold the offices.

Mr. E. FORTIER (Lotbinière). (Translation.) The evening before last, I called the attention to the hon. the Postmaster General to the question I had put to him in January last concerning the reason of the dismissal of a certain number of postmasters in the county of Lotbinière. The hon. the Postmaster General replied

The hon. the Postmaster General replied that to his personal knowledge, those postmasters had been active political partisans.

Continuing, I asked him, whether during the last election, he had been in the county of Lotbinière. He replied that as a matter of fact he had not been in the county of Lotbinière in the course of the last election, but that he had considerable knowledge of what took place there in 1908. Four so-called Liberal postmasters have been dismissed. They may really be Liberals. But he tells us that the events coming under his personal knowledge were those of 1908. Now I wish to state here that two of those dismissed postmasters were appointed two years later, in 1910. The hon. minister could not know personally that these postmasters had taken an active part in politics in 1908, since at that time they were not postmasters at all. I therefore state that the reply given to me by the Postmaster General is not exact and that I consider it unworthy of the position he occupies.

Mr. PELLETIER. (Translation.) That deserves no answer.

Mr. BOIVIN. I forgot to mention just now something for which I do not intend to criticise the hon. Postmaster General, but rather to give him praise. I see by a return furnished by the hon. minister that my opponent, Mr. Davidson, asked for the dismissal of eight postmasters in the county of Shefford, and the minister only dismissed three of them, for which I must congratulate him.

Mr. CARVELL. All their heads will come off yet.

Mr. BOIVIN. I hope not, and before there is any other dismissal, I trust an inquiry will be held so that these people will have justice. However, I hope that no others will be dismissed.

To provide for the salaries of two additional post office inspectors, \$3,600.

Mr. GRAHAM. Have any arrangements been made with the railway companies for a change in their rates?

Mr. PELLETIER. Not yet, but they are pressing about it.

Mr. GRAHAM. I understand they have been pressing for a long time. Has my hon. friend taken any steps to rearrange these rates?

Mr. PELLETIER. I have taken steps so far to try and persuade them to wait.

Mr. GRAHAM. You cannot do that without money.

Mr. LEMIEUX. Does the Postmaster General intend to place the Yukon on a level with the other parts of Canada, the whole year round?

Mr. PELLETIER. Yes, we have decided to put the whole country on the same footing.

To provide for the expenses of the International Fisheries Commission, \$5,000.

Mr. HAZEN. When my estimates were before the House on a previous occasion the hon. member for South Renfrew said he would like to have some statement in regard to the present position of the treaty concerning the waters that are contiguous to the international boundary line. I was prepared then to give a statement to my hon. friend and I am prepared now. I have had a very careful statement drawn up dealing with all the phases of the treaty and its present position, and if it will serve the hon. gentleman's purpose I will hand it in. The statement is as follows:

Memorandum-Re International Fisheries Treaty Applicable to Waters Contiguous to the International Boundary.

Briefly, the history of the Treaty is: While the Canadian Regulations have been, and are, more provident and better enforced than those in the various boundary States, resulting in serious complaints from our fishermen in the Great Lakes and the Boundary waters on the Pacific, to the effect that they were being hampered by restrictive regulations that were not being applied to their competitors just across an imaginary line, and as the fish are free swimming, the result of the Canadian protection was to keep up the supply in the United States waters, urgent requests were made by the Vermont and New York authorities for more protective regulations in Missisquoi Bay, at the head of Lake Champlain. They represented that their states were enforcing stringent regulations in that lake to build up the fisheries thereof; but that their efforts were being largely offset by Canadian fishermen being allowed to catch the parent fish when they ascended to Missisquoi Bay to spawn.

Canada, after careful consideration, keeping in view the widespread complaint from our fishermen above referred to replied that it was ready to consider the question of regulations to be applied in the various waters contiguous to the boundary; but that it was not prepared to deal with individual cases alone. The final outcome was the Treaty of the 11th April, 1908.

of the 11th April, 1908. Article 1 of this Treaty,—copy attached, provides for the appointment of an International Commission consisting of one representative from Canada and one from the United States, while Article II provides that these commissioners shall 'prepare' a system of international regulations, while the Srd Article states that the two governments engage to put these regulations into force with as little delay as possible, and that they shall come into operation by concurrent proclamations by the Governor General of Canada and the president of the United States. The 4th Article specifies the waters to which the regulations shall apply, and provides that Canada will protect by adequate regulations the fisheries of the Fraser River, which are outside treaty waters. The 6th Article provides for the amendment of the regulations as required from time to time.

The first Canadian Commissioner was S. T. Bastedo; but after some preliminary work, he resigned to accept the position of Superintendent of Old Age Annuities, when Professor Prince was appointed to fill the vacancy. The United States Commissioner was Dr. David Starr Jordan, and after

Mr. HAZEN.

thoroughly going over the ground the commissioner prepared a code of regulations, which were agreed to on May 29th, 1909, and during the then current Parliamentary Session, the Fisheries Act was amended by 9-10 Ed. VII. Chap. 20, Sec. 14 to enable these regulations to be proclaimed.

regulations to be proclaimed. In the United States the different State governments make and administer the fishery regulations, and while it is held by the United States Attorney General that treaty overrides State laws and rights, the federal United States government had no legislation either to enable the promulgation of the regulations or for the appointment of a staff of officers to enforce them. On the 22nd February, 1910, the President submitted the regulations to congress in order that due legislative action on the part of the government of the United States may be taken, as stipulated for in article 3 of the convention. Right there the difficulties began, as it transpired that United States fishermen who felt themselves detrimentally affected by the regulations were to have their desires pressed by their representatives. At first the stumbling block seemed to be regulation 46, which provides the conditions under which pound-nets may be built, the opposition to it coming from the Michigan fishermen around Saginaw Bay, who claimed that with such a large mesh as that provided for, it would be impossible for them to successfully operate, as the herring resorting to that bay are a small run and would escape through such a net. The session of Congress ended without the regulations being approved.

Dr. Jordan then made strenuous efforts to have the regulations immediately amended to meet the difficulty, but as the Minister of Justice held that under article VI of the treaty it was not competent to change any regulation until it had been promulgated, Canada would not agree to any immediate change. After much negotiation, it was agreed that immediately following the promulgation of the regulations, Canada would agree to so amending regulation 46 as to exclude its application to Saginaw Bay, and as an offset to have No. 49 changed so as to make it not apply to the waters off the counties of Halton and Peel, as it was urged by the fishermen there that with nets of the meshes provided they could not successfully operate.

It was, however, pointed out that difficulties of the very character or similar ones were being experienced in Canada from various places; but as it was felt that the regulations were in the general interest, these complaints and requests for amendments following them, were being resisted. Dr. Jordan was informed in the sense of this paragraph and the preceding one by the hon. Mr. Brodeur.

Brodeur. When in 1911, the regulations were again submitted to Congress, the Senate finally approved the regulations with the exception of Nos. 45 to 60 inclusive, and 62 to 65 inclusive; but as these are the regulations applying to the Great Lakes and the Pacific coast, they are of all the most important, and with their exclusion we would be no better off than before. The regulations thus curtailed, were forwarded on to the House of Representatives, where they were not dealt with when the House prorogued, and the undersigned is not aware that up to the present anything has been done in the matter during the current United States Congress session.

It may be well to point out that the regula-tions prepared by the commissioners are not up to the standard of the existing Canadian regulations, though above that of those of the various boundary States. For one thing, they make no provision for a close season in the Grant Lakoe, but it may henced thet make the Great Lakes; but it was hoped that when the good effects of even fairly good regula-tions, consistently enforced on both sides were seen, it would become easier to obtain more adcounts regulations. more adequate regulations.

From the above it is clear that though prolie with Canada, and in the opinion of the undersigned, if the United States congress does not approve of the regulations as pre-pared by the commissioners, during the present session, the time will have come for the Canadian government to consider withdrawal

from the treaty. During the three years that have gone by since the signing of the regulations, Canada has endeavoured to deal with the situation in a bona fide manner, and has refrained from considering changes in the existing regulations where such could be at all avoided, pending the application of the international ones. In British Columbia the situation is particularly acute. There we have an annual close season for sockeye fishing from October 1st to June 30th; for Quinnat salmon from 1st to June 30th; for Quinnat samon from October 1st to November 15th, and for hump-backs from November 15th to January 1st, as well as a weekly close season of 42 hours, and in a portion of the Fraser river, three years out of four, of 48 hours, and a total cessation of salmon fishing in the Fraser cessation of salmon fishing in the Fraser river district from August 25th to September 15th, all of which are being consistently en-forced, except, that last year the close season from August 25th to September 15th was rescinded for that year only, in the hope that the international regulations would be in force before another season. In the State of Washington, while there is

a close season for sockeye fishing from August 25th to September 15th, and a weekly close 25th to September 15th, and a weekly close time of 36 hours, no attempt is made to en-force either, nor do the fishermen even seem to think of abiding by them. The international regulations provide a close season for all salmon from August 25th, and a weekly close time of 48 hours. As the salmon have to run the gauntlet of the United States nets along the coast of Washingon State before reaching the Traser

Washingon State before reaching the Fraser, the United States fishermen have the first chance at them, and they are making the best of it to such an extent that the future of the fishery in the Fraser seems doomed unless more restrictive regulations are enforced in Washington State, notwithstanding forced in Washington State, notwithstanding that the fish are all making for the Fraser river to spawn, and where we carry on hat-ching on a very extensive scale. Hence the anxiety of Canada for adequate regulations to be fairly enforced by both countries in the permanent interests of both. Dr. Jordan resigned last spring, and though the Canadian government has not been so

informed, it understands that Dr. Bastox Everman has been appointed to the vacancy.

Mr. SINCLAIR. I would like to know what the policy of my hon. friend is in regard to lighthouse keepers. A case has been reported to me which appears to be a very extreme one, I do not know whether these cases are general throughout the country or not. I have a letter which was sent to me by Mr. Stephen Richard, light keeper, at Charlo Cove, Guysborough county, Nova Scotia. This man was performing his duties and lighting his lamp night after night when he received the fol-lowing letter from Charles H. Hardy, agent for the Marine and Fisheries Department at Halifax:

Halifax, N.S. December 18, 1911. Sir,-I am forwarding to you a letter from the department at Ottawa advising your appointment as lightkeeper has been can-celled. You will please deliver the keys and all government property immediately into the care of Mr. Alexander Richards, who has been appointed keeper of Charlo Harbour been appointed keeper of Charlo Harbour Range Light. Please take a list of all govern-ment stock on hand, sign same yourself, and have Mr. Alexander Richards send copy to me; also giving the light-keeper a copy. Yours truly, (Sgd. CHARLES H. HARVEY, Nova Scotia.

That strikes me as a very extreme case, and I would like to know from the minister if there has been any general slaughter of that kind round the coast without even an attempt at laying a complaint against the occupants of the office. The light keepers, I think, ought at least to be treated fairly. They are men that in many instan-ces, are poorly paid, they lead isolated lives on the coast and most of whom are respectable men. I would be very sorry to learn that the minister has not treated them fairly and given them a fair chance for their lives. This is the worse case I have heard about, and I thought my hon. friend would like to give an explanation if he has one.

Mr. HAZEN. I have not the facts in my memory at present, but I will look up the papers and communicate with my hon. friend about the matter. In reply to his question I may say that there has been no general slaughter of light keepers, and we have been careful to remove only where there is proper cause for it. If he will come to the department I will show him the recommendations and explain to him the reasons for the action taken.

Mr. SINCLAIR. We shall not finish with the estimates of the Minister of Marine and Fisheries to-night. If we have more of his estimates at the next sitting, perhaps he will be kind enough to bring the papers.

Civil Government-Department of Marine and Fisheries, \$7,550.

Mr. LAPOINTE (Kamouraska). I received only to-day the papers relating to the dismissal of Louis Deschène, an em-ployee on the Rivière Ouelle wharf. The dismissal was asked for by Mr. Potvin, the Conservative candidate in the last two elections. Mr. Potvin applied to the Postmaster General, who sent his letter to the Minister of Marine and Fisheries. Besides this the minister had two sworn declarations. They are in French. One states that Mr. Deschène during the last election had tried to exercise persuasion on his brother-in-law, Mr. Jules Dery. The one who made the declaration did not know the facts, but was told them by others. The other declaration is to the effect that during the election of 1908 Mr. Deschène had been seen near a house listening to what was going on two or three days before the election. On these declarations he has been dismissed. Mr. Deschène sent the following letter:

Riviere Ouelle, 20th Jan. 1912. T. Beland, Esq.

T. Beiand, Esq. Marine and Fisheries, Que., P.Q. Sir:-Your notification re moorings at Ri-vière Ouelle wharf and dated 13th January, only reached me last night the 19th inst. You will understand that I was unable to quit work on the 15th inst., since the notifiacation only reached me on the 19th. I am not responsible for this delay,

and having been on duty on the 16, 17, 18 and 19 January, I claim my pay for those four days. Beaulieu only entered upon duty on the 20th

for the work he did not perform. Now, the civil service law provides that any employee who is dismissed has the right to an investigation. I asked for an investigation and I wish the cowards who have laid charges against me to come up and subs-tantiate the same as I feel convinced I can refute them all: I therefore trust to your equity to obtain fair play and be given an opportunity to refute the charges brought against me.

I hope you will be kind enough to supply me with the necessary information for that purpose.

Believe me, co., LOUIS DECHENE, Rivière Ouelle. Believe me, &c.

This letter was transmitted by the Minister of Marine and Fisheries to the Postmaster General (Mr. Pelletier) asking for his views in the matter. The letter was dated February 10, 1912. The Postmaster General answered as follows:

My Dear Colleague: I submitted your letter of the 31st ultimo re dismissal of Louis Deschene, labourer, on the wharf at Rivière Ouelle, to Mr. W. A. Potvin, of Fra-serville, and am now in receipt of his reply, and in view of the statutory declarations which were forwarded to your department on Mr. SINCLAIR.

the subject he is of opinion that an investi-gation would be unnecessary. However if you should decide to hold investigation, Mr. Poitvin is prepared to conduct it.

Yours Sincerly, L. P. PELLETIER. Hon. J. D. Hazen, Minister of Marine and Fisheries.

Thus, the candidate who sought the dismissal of this employee was consulted as to the advisability of granting an investi-gation. He stated it was unnecessary, but offers, should an investigation be held to conduct it himself. Fortunately the minister did not accede to that-it would have been a regular farce, and he preferred to dismiss the man without investigation. And here is the answer to the letter I have just read:

16th February, 1912. Dear Mr. Pelletier,-I have received your letter of the 10 February with reference to Louis Deschene, labourer on the wharf at Rivière Ouelle, and I have decided that, under the circumstances, an investigation is not necessary.

Yours sincerely. (Sgd.) J. D. HAZEN.

Hon. L. P. Pelletier, Postmaster General, Ottawa, Ont.

I think that in all fairness to Mr. Deschene, who is an honest man, and who did not take part in the election in an offensive way, either in the last political contest or in the election of 1908, it is only fair that he should be given an opportunity to defend himself against the charges brought against him, and that the minister even now should grant him that investi-gation. But I will ask him, if he does grant an investigation, not to appoint Mr. Potvin to conduct it.

Mr. HAZEN. I will not.

Mr. SINCLAIR. Will the minister tell me now what he will do in the case of Mr. Stephen Richards? Will he grant an investigation?

Mr. HAZEN. I will not without looking at the documents. After consulting these I will decide what course I will take.

Mr. SINCLAIR. I will assume that if the minister finds nothing against him except a letter written by somebody complaining of him he will hold him innocent, and will restore him to his position.

Mr. LEMIEUX. When does the hon. minister expect the work on the dock in Montreal to be finished?

Mr. HAZEN. I had some conversation with the harbour commissioners in Montreal on the subject. The hon. gentleman knows that the dock is being erected by Vickers Maxim Company under an arrange-T

believe the arrangement was approved by the government of the day under which the harbour commissioners agreed to dredge out the basin for the dock, the channel to it to be constructed by the Marine Department; and then a certain amount to be paid by way of rental for some years, and an increased amount for a number of years more. I understand from the harbour commissioners that that harbour commissioners that that work is proceeding satisfactory, and I think it will be completed this season. In saying this, I speak sub-ject to correction. I understand that there has been some question between the harbour commissioners and the Vickers Maxim Company with regard to the inter-pretation of the agreement and the commissioners are taking advice as to their legal position.

Further amount required to assist in the establishment, maintenance and inspection of cold storage for bait, the conservation and development of the deep sea fisheries, and to provide for better transportation facilities for fresh fish, \$15,000.

Mr. McKENZIE. I would like to find out what the minister is doing in the way of providing cold storage for the fishermen along the coast. We have splendid fishing there, but during many months in the year they have not been able to get bait, and never can get bait at that time unless steps are taken by the government to assist them.

Mr. HAZEN. In order to encourage the establishment of bait freezers the government is giving a bonus to either individuals or companies who will erect bait freezers. Any person applying for the privilege and showing their bona fides, will be granted a bonus, as in the past, for this purpose.

Militia and Defence-Grant to associations -Further amount required \$8,400.

Mr. GRAHAM. Mr. GRAHAM. The owner evening, in answer to a suggestion made by several hon. gentlemen on both sides of the House, the Minister of Militia and Defence assured us that he would put something in the supplementary estimates to increase grants to regimental bands.

Mr. HUGHES (Victoria). I am heartily in favour of it, and I may have some-thing in the etimates next year for that purpose.

Ordnance, arms, lands and equipment-Required for purchase of lands for rifle ranges, \$150,000.

Mr. FOWLER. There is a matter on which I wish to say a few words, and per-

past some men have not been properly rewarded for the military service they have rendered the country. I have in my mind one man in particular who has been a military man all his life, he served in the Northwest Mounted Police, and his example and his work have done much to make that body the finest constabulary force in the world. I refer to Colonel Steele, a man who, for forty years, has been connected with the constabulary service of this country, who served not only in the difficulty that occurred in the North-west, but also I believe, during the Fenian raids, and he also distinguished himself in the war in South Africa.

Colonel Steele now has the same rank as some hon. gentlemen opposite who have never had a uniform on and never heard a gun fired in anger in their lives. When we are appointing on the headquarters staff men with the rank of General, we should certainly confer that rank on such men as Colonel Steele, whom I consider the finest soldier Canada has produced. The minister has himself seen active service and is therefore in a position to ap-preciate the services Colonel Steele has rendered this country.

Military buildings and works for new buildings for Dominion Arsenal, Quebec, \$50,000.

Mr. LEMIEUX. Has the Minister of Militia read the article in this morning's 'Citizen' about the Rockliffe ranges and will he adopt that suggestion?

Mr. HUGHES (Victoria). No conclusion has yet been arrived at. At all events we will not auction it off for a day or two.

Mr. MURPHY. My hon. friend the other day rather intimated that he was considering the abandonment of the Rockliffe ranges and the purchase of another site because he found it very expensive to secure additional land at Rockliffe.

Mr. HUGHES (Victoria). And sufficient area.

Mr. LIURPHY. The area is there and could be secured by expropriation. Expropriation notices were served last year, some excessive prices are asked, that is no reason for abandoning the present rifle ranges. I happen to know that the minister is not usually guided by the 'Ottawa Citizen.'

Mr. HUGHES (Victoria). Hear, hear.

Mr. MURPHY. A few days ago that paper advocated just such a policy and pointed out that it might not be a bad thing for the minister to go into this mad craze of land speculation and said that haps I can do it under this item as well the Militia Department might eventually as any other. It seems to me that in the benefit greatly from a legitimate system of land speculation. This morning the 'Citizen' objects to the sale of this land. It is not unusual for us in Ottawa to find the 'Citizen' on both sides of the same question but not on both sides of the same question at the same time. I hope my hon. friend will not reach a speedy decision as to the abandonment of Rockliffe. It is said that the minister has secured options on land in an adjoining township.

\*Mr. HUGHES (Victoria). Four or five localities have been observed for a large rifle range. The present one is quite inaccurate and it has been said that we will be forced by the people between the ranges and the Montreal road to close our ranges so that they can get to the water front. To get 238 acres of land the least addition that we could get on with would cost more than the entire rifle ranges, which I can get in any one of four localties within fairly convenient reach of the city. We have taken options on a number of places. We can sell all these options at a profit to-day, but we are not doing it; there is no speculation in this matter. There are two or three nice sites across the river firing into the mountains and two or three on this side of the river. I shall be pleased to let my hon. friend see them next week, and I hope to have everything straightened

Mr. MURPHY. Is there anything in the statement that 2,740 acres have been secured?

Mr. HUGHES (Victoria). We have options on more than that. I got options on these places before I moved.

For acquiring site and construction of a Dominion government building, London, England, \$1,000,000.

Mr. CARVELL. Is it decided where that building is to be?

Mr. ROGERS. No. The High Commissioner has recommended that a Dominion building should be erected in London and we are taking this vote in order that we may look into the matter.

Mr. GRAHAM. Perhaps the minister could state in a sentence, so that we could get it on 'Hansard,' what this million dollar building is for.

Mr. ROGERS. As my hon, friend is well aware, Canada has not had up to the present time suitable offices in London, England. Australia has undertaken to build a very magnificent structure there, and in the judgment of the Canadian government the time has arrived for Canada to do something in that line. The High Commissioner has recommended that some definite and permanent action should be taken by Canada, with a view of provid-

Mr. MURPHY.

ing suitable buildings for the Dominion offices and officers that we have in London, England. As you know our officers are scattered all over the place. My own idea would be that we should have such a buildthat all the different provinces of Canada should have their offices centred in it, together with the federal government offices.

Mr. GRAHAM. The wisdom of asking that explanation is evident from the fact that quite a number of the members of the House were of the opinion that it was for some kind of exhibition building. I knew it was not, but I wanted my hon. friend to make the statement so that it would appear in 'Hansard.'

Mr. CARVELL. I think this is a wise move on the part of the government. When I was in London last summer, I noticed how difficult it was to find the Canadian government building and the provincial government offices. I think this is a good move. Of course, you cannot carry that idea out in its entirety because Ontario has already a building on the Strand, although a site might be obtained somewhere near the Ontario building for the Dominion building.

Mr. TOBIN. Sometime ago I asked the Minister of Public Works if it was the intention of the government to proceed with the construction of a public building at Weedon, Quebec, and he answered that the subject was receiving the earnest consideration of the government. What position is that matter now in?

Mr. PELLETIER. I will take a note of my hon. friend's question and you will get an answer from the Public Works Department.

Mr. TOBIN. There is a vote in the estimates of \$15,000 for that building. I moved for the papers and the Minister of Public Works told me that they would be laid on the table before the House adjourned, but they are not down yet and the House is going to prorogue on Monday. I am leaving for home this evening, and I wish the minister to promise that I will get a copy of all these documents.

Mr. PELLETIER. I will have a note taken of my hon. friend's request and send it to the Minister of Public Works.

Mr. TOBIN. I am informed on good authority that there have been petitions sent to the department asking that the building for which \$15,000 is voted be not constructed but that half of the money be spent on the Weedon building and another building erected with the other half of the money in the county of Wolfe. Weedon is important enough to have a building costing \$20,000 or \$25,000. Mr. PELLETIER. We could not take money voted for one purpose and apply it to another.

Mr. TOBIN. I moved for the documents and petitions sent to the government with respect to a building at Gartley, on Lake Aylmer. Will the minister see that a copy of these documents is sent to me?

Mr. PELLETIER. These documents are ready to be laid on the table, and there will be no objection to bringing them down.

Mr. TOBIN. Then I understand I am to get copies.

Mr. P. CARDIN. (Translation.) Mr. Chairman, at the beginning of this session a sum of money was voted for the building of a wharf in the parish of St. Roch, county of Richelieu. Another sum was also voted for the building of a wharf in the parish of St. Aimé, in the same county.

I would have asked the hon. Minister of Public Works (Mr. Monk) whether he intends to have those works begun next spring; but as he is not at his seat tonight, I shall ask the Postmaster General who represents him at this moment, to kindly have my request transmitted to him.

Mr. PELLETIER. (Translation.) Certainly.

French River. \$100,000

Mr. MURPHY. I would like an explanation of this vote as we are anxious to ascertain if it is in anyway connected with the construction of the Georgian Bay canal.

Mr. PELLETIER. It is on the route of the Georgian Bay canal. Of course the government has not made up its mind about the whole thing. The information with regard to that part from the French river down to North Bay will be obtained, and the question will be looked into very carefully.

Mr. MURPHY. To-night, we have had the government declare their policy as to the construction of the Welland canal, and I may say that I favour both the Welland and the Georgian Bay canal projects.

I am naturally anxious as a citizen of Ottawa and a representative of an Ottawa Valley constituency to ascertain what the policy of the government is in regard to the Georgian Bay canal. I am aware, as the Postmaster General has stated, that the canalizing of the French river forms a part of the Georgian Bay canal scheme, but what I want to know is whether the amount in the estimates is for that purpose, and whether this item may be regarded as a

beginning of the construction of the Georgian Bay canal.

Mr. PELLETIER. I have stated all that can be stated for the moment—that this work is on the route of what is generally known as the Georgian Bay canal scheme, and the French river part down to North Bay is the part about which the government has more information than the rest. The matter rests there for the moment. The fact that this amount is asked for shows that there is some intention of looking into the question as deeply as may be done.

Mr. CARVELL. The minister has not stated whether this money is to be used for engineering purposes of for actual construction, and, if for actual construction, whether it is as a part of the general scheme for the construction of the Georgian Bay canal. Surely he can give us that information.

Mr. PELLETIER. I cannot give any more than I have given.

Mr. MURPHY. What I am anxious to know is whether something serious is intended by this, or whether it is merely an amount put in to stay the activity of the friends of the Georgian Bay canal, in view of the government having committed itself to the construction of the Welland.

Mr. PELLETIER. Nothing of that kind ought to be supposed from a serious government like this.

Mr. MURPHY. Of which the hon. gentleman is the sericus representative.

Mr. McKENZIE. I find in this item for a public building at Baddeck that a tower clock is provided for the public building. In the estimates of last year there were three items for tower clocks in public buildings in my county, and this year two of them, at places of larger population, have been dropped. I may say that a departmental officer from Halifax visited these towns, and, without any great pressure on my part, reported to the department in favour of these tower clocks.

Mr. PELLETIER. Notice will be taken of the request of my hon. friend.

Mr. STANFIELD. I think it is not necessary to explain to hon. gentlemen why these estimates should go through to-night. All the ministers will be here to-morrow.

Mr. MURPHY. I have a request of the Minister of Public Works regarding the cutting out of an item in my county, and nobody but the Minister of Public Works can answer that.

Mr. ROGERS. It will be quite open to the hon. gentleman to-morrow to raise any question he likes. Mr. MURPHY. And the same for other members?

Mr. ROGERS. Yes.

Mr. MURPHY. Well, we might as well pass them all now.

Mr. GRATIAM. Suppose we read these items through as rapidly as possible, with the understanding that we can ask any question we like some time to-morrow that opportunity will be given.

Mr. ROGERS. That is entirely satisfactory.

Mr. McKENZIE. Under what heading?

Mr. PELLETIER. Under any heading.

Mr. ROGERS. There will be no objection.

Mr. SINCLAIR. I would like the Minister of Public Works to be kind enough to bring down to-morrow the correspondence relating to the omission of the New Harbour Breakwater from the estimates, and also the Millford public wharf. If the minister does that it will facilitate the discussion.

Mr. ROGERS. I will ask the Minister of Public Works to do that.

Some resolutions reported.

Mr. ROGERS moved the adjournment of the House.

Mr. GRAHAM. Will the hon. gentleman be good enough to tell us what business we will take up to-morrow?

Mr. ROGERS. We will take concurrence, I hope.

Mr. GRAHAM. Are there any Bills?

Mr. ROGERS. The Minister of Trade and Commerce has one. I am not aware that there are any others, if there are they will be considered.

Mr. GRAHAM. There are one or two private Bills from the Senate and the Grand Trunk Bills standing in the name of my hon. friend from Simcoe (Mr. Currie). These will have to be taken up some time to-morrow.

Mr. ROGERS. In that case we will take concurrence afterwards.

Motion agreed to, and the House adjourned at 3.28 a.m. Saturday.

Mr. ROGERS.

#### HOUSE OF COMMONS.

SATURDAY, March 30, 1912.

The SPEAKER took the Chair at Eleven o'clock.

# SALARIES OF EMPLOYEES OF THE HOUSE.

Mr. BORDEN moved that the recommendation of His Honour the Speaker, laid on the table of the House on the 29th of March instant, relative to the yearly increases to certain officers, clerks and employees of the House, including clerks 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.

Motion agreed to.

Mr. BORDEN moved that a message be sent to the Senate acquainting their Honours that this House has approved a recommendation of His Honour the Speaker of the House of Commons for the payment of clerks in the joint distribution office of the House of Commons and Senate, of the yearly increases of their salaries, pursuant to section 37 of the Civil Service Amendment Act, 1908.

Motion agreed to.

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

THE BRITISH NEWS NEWSPAPER.

Mr. MACDONALD:

'BRITISH NEWS' NEWSPAPER.

1. Has the Department of the Interior purchased any number of copies lately of the paper called the 'British News', or of the paper called the 'British Canadian'?

2. If so, how many of each paper, and what amount is being paid therefor respectively?

Mr. ROGERS. I do not appear to have the answer from the department. But no contract has been made with the 'British News' newspaper for any number of copies since we came into office.

#### INUNDATED LANDS IN THE COUNTY OF CHATEAUGUAY.

Mr. BROWN:

1. Did the government, and on what dates, send one of its engineers to examine the lands inundated by the Morton Creek, in the County of Chateauguag?

2. If so, what is the name of the engineer? 3. At whose request was the examination made?

4. Have reports been made and plans and estimates prepared?

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5. What was the nature of the reports, and were they written or verbal?

6. What were the conclusions and suggestions of the reports?

7. What is the total area of the lands inundated by the Morton Creek, and the Grand Marais, in the counties of Chateauguay, Laprairie-Napierville and Huntingdon.

8. Do the reports give an estimate of the amount necessary to carry out these works and what is the amount? 9. Has the Government given instructions

to its officers to have these works carried out?

10. Does the government intend to appropriate an amount for this purpose, and what

is the amount? 11. When does the government intend to proceed with the work?

#### Mr. COCHRANE:

Yes, in July and August, 1910.
 Engineer P. E. Mercier.

3. Messrs. Lanctot, Brown and Robb.

4 Report made but detail plans and esti-

mates are not prepared. 5, 6, 7, 8. Written report stated that 18,000 acres of woodland were unfit for agricultural purposes owing to want of drainage. Land valued at one dollar an acre, whereas if improved, it would equal surrounding land now valued at \$25 an acre. Estimated cost of drainage works required would be \$22,500.

9. No.

10. The matter is under consideration.

11. When parliament will have voted the necessary appropriation.

#### ACCOUNTS OF MONTREAL HARBOUR COMMISSION.

#### Mr. MACDONALD:

1. Have any accountants been employed to investigate the accounts of the Montreal Harbour Commission? If so, who are they?

2. Where is the headquarters of the firm with which they are connected?

#### Mr. HAZEN:

The Public Service Commission have employed Price, Waterhouse & Co., chartered accountants, to investigate these accounts.

The headquarters of this firm in Canada is Montreal. Its head office is, I understand, in London, G.B.

#### INQUIRIES FOR RETURNS-TEMISKA-MING DAM.

Mr. PUGSLEY. Before the orders of the day are called, I would like again to call the attention of my hon. friend the Minister of Public Works to an order of the House for a return of papers connected with the construction of the Temiskaming dam. The order was made, I think, upwards of two months ago, and so far as I can observe, the return has not yet been brought down. I have mentioned it more

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than once, for the reason that this matter is under investigation by the Public Service Commission, and I am exceedingly anxious that the papers should be brought down before prorogation so that I may have an opportunity of looking them over.

Mr. MONK. The reason this return has been delayed is that all the papers in connection with that public work have been asked for by the Public Service Commission, and they are now before that commission. We have endeavoured to get the papers back in order to prepare the return, but they have not yet been returned to the department. We will get them back as soon as possible, and as soon as we have them under the control of our department the return will be brought down.

Mr. PUGSLEY. The hon. gentleman will recognize the unfair position in which I am now placed, as having been formerly in charge of the department by which this public work was undertaken. It has been stated by the press that the Public Service Commission have discovered some irregularities in connection with the letting of that contract, and it is also announced in the press that very soon a report will be presented on that matter by the Public Service Commission. In the meantime, parliament will have prorogued, and there will be no opportunity until the next session to deal with the matter, or to give the public any explanation in regard to it. I do think that my hon. friend, in view of all this, has no excuse for delaying two months to bring down the return. He might have had a copy obtained.

Mr. MONK. There is no other reason why the return should not be brought down. I can give my hon. friend the assurance that when we get this file of papers back from the Public Service Commission, the return will be brought down. In many cases papers are handed in during the recess of parliament. If the House sits on Monday. I will make an effort to lay them on the table of the House on Monday. There has been no intention to delay the return in any way. Of course, the papers being in the hands of the commission, we have no access to them. I will endea-vour to get them back.

Mr. PUGSLEY. Parliament is the master of those papers, and parliament having ordered two months ago a return of those papers, I cannot admit there is any excuse for the government leaving them under the control of the commission.

Mr. MONK. But those papers are handed to the commission before the order was made, not after. These delays have occurred very often in bringing down returns. There has been more than ordinary haste

in bringing down all papers ordered during this session. However, I will make a great effort to lay them on the table of the House by Monday, if we have an opportunity of doing so.

### TARIFF COMMISSION.

Consideration of amendments made by the Senate to Bill (No. 88) to provide for the appointment of a tariff commission (Mr. White, Leeds).

Mr. WHITE (Leeds). I beg to move:

That this House concurs in the first, second and fourth amendments to the said Bill and that the third amendment be disagreed to because the special inquiry called for by the said amendment is not relevant to the pur-poses of the Bill.

To explain what is meant by the amendments to this Bill, I may say that, in the first place, the Senate have struck out subsections 3 and 4 of section 3. These sections are as follows:

3. Each commissioner shall hold office for a period of five years from date of his appointment, but may be removed by the Governor in Council at any time for cause.

4. A commissioner, on the expiration of his term of office, shall be eligible for reappointment.

These subsections are struck out and the following is substituted:

Each commissioner shall hold office during pleasure.

Personally, while I would rather the subsections stood because parties who will be candidates for this position would feel more sure of the tenure of their offices, at the same time, the government is prepared to agree that this amendment should stand. The second amendment is to subsection (d) of section 4. That subsection as in the Bill, reads as follows:

The cost, efficiency and conditions of labour in Canada and elsewhere.

The Senate propose that it shall read:

The cost, efficiency and conditions of labour, including health of employees, in Canada and elsewhere.

While I think that is irrelevant to a certain extent to the purpose of the section, at the same time we are prepared to accept the amendment. The fourth amendment, which is in connection with subsection 2 of section 4, is one which we are willing to accept. The subsection reads as follows:

commission shall make inquiry into The any other matter, upon which the minister desires information, in relation to any goods which, if brought into Canada or produced in Canada, are subject to or exempt from duties of customs, and shall report to the minister.

Mr. MONK.

The amendment to the subsection made by the Senate is as follows:

And inquiry into any such matter may include inquiry as to the effect which an increase or decrease of the existing rate of duty upon a given commodity might have upon any industry or trade.

The amendment is permissive and consequently we have no objection to it, although I think that the inquiry suggested might be made under sub-section 2; certainly under subsection 3 or 4. At all events, we are quite willing to agree to it. Now, we come to the particular amendment to which we object, and I think that when honourable members have read this amendment they will see that it has evidently been prepared rather hastily and without regard to the context, because. as it stands, it is almost unintelligible. Section 4 reads as follows:

In respect of goods produced in or imported into Canada the commission shall, under the direction of the minister, make inquiry as

And then follow a number of subsections with which the House is familiar from the debate which took place in connection with the Bill. The amendment of the Senate is as follows:

Provided always that in all cases where any application for an increase is made to the government-

Increase in what? Evidently it is intended that it shall be an increase of duty, but there is nothing mentioned in the section in regard to duty, and consequently, as the amendment stands, it is unintelligible. But, let us assume that words 'of duty' must be inserted there; even then it is not relevant and is hardly intelligible in connection with the context of this particular section because no reference is made to duty.

Provided always that in all cases where any application for an increase of duty is made to the government the commission shall, in addition to reporting upon the above matters, make a special report, which in the case of any industry established, shall state-

(a) The number of factories now existing and the number of hands now employed, giving in each case the number of men, women and children respectively; (b) A list of the shareholders—

The word 'company' has not been inserted, there is no reference to company in connection with amendment and therefore paragraph (b), as proposed to be amended, is unintelligible.

A list of the shareholders and the number and amendment of shares held by each shareholder.

But, whether this is relevant or not to the question of the cost of the production of goods the wording of that particular subsection to which I refer is senseless.

The dividends paid during each of the preceding ten years.

Dividends on what? To what company? There is no reference to any company or to any shares.

(d) The wages of hands and the number of hours worked per diem.

At what time or times of the year? That is irrelevant. We have already provided by paragraph (f) of section 4 that the commission shall report upon:

All conditions and factors which affect or enter into the cost of production and the price to the consumers in Canada.

And in paragraph (d) we have provided that they shall report upon:

The cost, efficiency and conditions of labour, including health of employees-

With the suggested amendment of the Senate.

-in Canada and elsewhere.

So that the point seems fully covered by these particular paragraphs that we have already in the Bill. Then the Senate propose that the commission shall also inquire into:

(e) The total amount of goods of the kind on which such increase of duty is demanded consumed in Canada, whether home made or imported.

Having regard to the wording of the proposed amendments to which I have called attention and which bear evidence of great haste, of lack of care in preparation, and having regard also to the fact that all the amendments which can be deemed in any way to be relevant are already covered by section 4, I beg to move, in regard to the third amendment, that it be disagreed to because the special inquiry called for by the Senate is not relevant to the purposes of the Bill. I do not think it well to refer to the wording as being unintelligible, but I must say that the amendment bears every evidence of having been very hastily drawn.

Sir WILFRID LAURIER. Mr. Speaker, it is satisfactory to know, at all events, that upon the subject of the difference between the House of Commons and the Senate with regard to this Bill, the Senate raises what I would call a.very important point. In so far as this point is concerned I believe there is perhaps some reason for the criticism of my hon. friend (Mr. White) that the language used in the amendment is not as felicitous as it might have been.

I am disposed to agree in that. The language used by the Senate might, perhaps have been more formal and accurate than it is, but even with this slight blemish

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the Senate seems to me to have conveyed exactly what we want. If they had said an increase of duty they would have escaped the criticism of my hon. friend, although he might have been in some respects hypercritical. The amendments seem to me to be perfectly relevant. The amendment of the Senate conveys the idea that when a request is made for an increase of duty, the commissioners, if they report affirmatively, that is to say for the increase, shall in such cases make a special report.

Mr. WHITE (Leeds). Under no circumstances does the commission report in favour of or against an increase of duty; they have nothing to do with increases of duty.

Sir WILFRID LAURIER. The powers of the commissioners are very general it is true, but I do not know anything in the Act which debars the commissioners from making a recommendation to the government. It is not, perhaps, strictly in their power, but I do not know anything in the Act to debar them from making a recommendation, to prevent them from tendering their advice and, therefore, the Senate has assumed that if they make such a recommendation under such circumstances they shall make a special report. Therefore, the amendment of the Senate is quite germane. I am glad the minister has taken the position that the matter should be again sent to the Senate and their attention called to this criticism of my hon. friend, which in some respects is well founded, but in other respects, ill founded.

Mr. WHITE (Leeds). The amendment of the Senate is to section 4. There is not one word in section 4 with regard to increasing or reducing duties, and it would be no part of the duty of the commission. The commission would be going altogether outside of its scope if it made any recommendation under that section to increase or decrease a duty. Consequently, the amendment to that particular section is not germane or relevant. Observe this wording:

Provided always where any application for an increase (of duty) is made to the government the commission shall in addition to reporting on the above matters make a special report.

We will have any number of applications for increases of duty in which I suppose we shall not even ask the commission to report. Our legislation should be worded with some accuracy. After all this is an Act of this parliament and it is not hypercritical or over-technical to point out what appears to be an obvious mistake in the wording of an important amendment, and I think the Senate will perceive that at once. The other points to which I have called attention are more important than those referred to by my right hon. friend They refer to lists of shareholders without mentioning companies and to dividends without mentioning companies or shares. Apart from the wording, it seems to m4 to be irrelevant with regard to the scon' of the Bill.

Sir WILFRID LAURIER. It seems to me the case is even stronger than I at first perceived, because the amendment says if there is an application for an increase of duty—and application will come in un-doubtedly—when such an application is referred to the commission, their duty will be to report upon the matter, and so far the amendment seems to be not only germane but extremely germane.

Mr. BORDEN. I am not disposed to accept the view which the right hon. gentle-man has just expressed. These amend-ments seem to have been drafted under the conception that this Tariff Commission was to fix the duties or be responsible for them. The Tariff Commission will have no such function; the government of this country must always be responsible for the tariff, must fix the tariff. In order to make the tariff, and the there are the tariff. enable it to undertake that work it is important that information should be gathcred in a scientific way and should be available for the information of the government and of parliament. There is another mis-chievous effect of this amendment. The provisions of section 4 give the commission very wide scope in conducting inquiries. These provisions were in the Bill as it vent to the Senate, and the Senate, by endeavouring to particularize with respect to a few matters which it mentions, might cut down the comprehensive operation of section 4 throughout. It is desirable according to my view that this commission should have the broadest possible powers of inquiry. It is also desirable that the government should have the power to direct the commission to make any inquiry whatever into any question that concerns the raising or lowering of the tariff. It is equally important that the government equally important that the government should be responsible for the framing of the tariff when it is brought down to parliament, and I do not think it is in the interest of the effective working out of this commission that a certain number of items should be particularized as matters upon which the commission should make The government of the country inquiry. will be responsible to this parliament if it does not direct that commission to make any such inquiry as parliament may deem advisable when it comes to consider a tariff brought down. If this information is desirable information, and I am not ques-tioning that it may be desirable under certioning that it may be desirable under cer-tain conditions, it will be the duty of the they might have used a little different

Mr. WHITE (Leeds).

Minister of Finance and of the goverment to ask the commision to obtain it. If the government comes down with a tariff without that information, parliament will have a perfect right to criticise the government and to ask, perhaps, that the con-sideration of the tariff should be delayed until that information has been obtained. But what I think inadvisable is to particularize a few of the many things that might eventually be found necessary or desirable, because every one familiar with the construction of statutes knows that by taking that particular course you weaken the force of the statute so far as it gives power to act in a comprehensive way with respect to the matters which it touches. For that reason as well as for those which the Minister of Finance suggests, it seems t:) me that this amendment should not be concurred in. It is also perfectly true that in the form in which it comes to us from the Senate it is not very intelligible, and indicates a considerable lack of care on the part of those who framed it.

Mr. PUGSLEY. It seems to me that the amendment made by the Senate does not in any way limit the powers of this commission. It leaves the Bill just as it was when it left this House, as regards the right of the minister to have an inquiry made into all the different matters enumerated in section 4; but in the opinion of the Senate, in addition to those matters, in the particular case of an application for an increase of duty, they shall make a special report in respect to any industry already established, in which they shall state the number of factories now existing, the number of hands now employed, giving in each case the number of men, women and children respectively, a list of the shareholders and the number and amount of shares held by each shareholder-that would be in the case of a company.

Mr. WHITE (Leeds). Would my hon. friend seriously consider putting that in 'a statute?

Mr. PUGSLEY. I do not see any objection to it; the dividends paid during each of the preceding ten years; the wages of hands and the number of hours worked per diem; the total amount of goods of the kind produced in each factory consumed in Canada, whether home-made or imported. This amendment does not proimported. This amendment does not pro-vide that the commission shall either recommend or report against an increase of 'duty; but in the opinion of the Senate, in case an application is made for an increase of duty, these are essential facts which ought to be submitted to the government in addition to the other matters prolanguage; when they speak of shareholders they might have stated what they meant. Everybody knows what is meant by shareholders: they are shareholders in a company. Giving a fair and reasonable interpretation to the amendment, it means that where an application is made by a company for an increase of duty, among other things it shall be the duty of the commission to inquire and report to the minister the particulars specified in the amendment. It seems to me these are matters which ought to be investigated by this commission.

Mr. WHITE (Leeds). What bearing does my hon. friend think the names of shareholders would have upon the cost of production and the other matters referred to in section 47?

Mr. PUGSLEY. Is that the ground of my hon. 'friend's objection? There can be no objection at all to giving the names of shareholders, because in the case of all companies they ought to be public property. A list of the shareholders of all the banks in Canada is published every year under the law, and most of the provinces require that lists of shareholders shall be submitted to the government from time to time. The language of the amendment might be somewhat improved, but the same remark might be made as to many of the Bills passed by this House. The hon. member for South Simcoe (Mr. Lennox) has had to introduce two Bills in order to correct errors in legislation passed by this House under the control of hon. gentlemen opposite; therefore we should not be too critical of the language used by the Senate in this amendment.

Mr. BORDEN. Those Bills were rendered necessary by the acceptance of Senate amendments.

Mr. LENNOX. As regards the legislation being under the control of hon. members on this side of the House. that is a principle that hon. gentlemen opposite steadily repudiated during their sixteen years of office.

Mr. PUGSLEY. I did not know I was going to create such a disturbance by that remark. But after all we do know that errors sometimes creep in. I remember a while ago seeing a statute which was passed by the Imperial parliament, in which it was provided that an offender of a certain kind should receive punishment by being imprisoned for three months, and that onehalf the penalty should go to the complainant. These errors do sometimes occur. But taking the substance of the amendment, what it provides for is information which would be of vital importance to my bon. friend in determining whether an ap-

plication by a company for an increased duty should be acceded to or not. If the Senate is to be recognized as a constituent part of parliament, with a right to express its opinion on these important matters and to place its opinion in a statute, surely this amendment is entitled to the very greatest respect. I see no ground whatever for my hon. friend disagreeing with it.

Mr. WHITE (Leeds). So far from chal-lenging the right of the Senate to exercise its functions, this government has accepted three of the four amendments which the Senate has made in this Bill, although regarding them as entirely unnecessary. The fourth amendment is objectionable, not only on the ground of its wording, which bears every evidence of haste-because we are engaged in the serious work of law-making and should be careful in the wording of our statutes-but also because the matters referred to in the amendment are in my judgment irrelevant to the scope and purpose of this commission, and especially irrelevant to the particular section to which they have been attached. There is nothing in the amendment which has any relevance at all to the particular mat-ter dealt with in section 4 which is not covered by one of the subsections of section 4.

Now it does seem to me, to use a familiar expression of my hon. friend, that to particularize is only to weaken the effect of the section. I think it wholly undesirable to cumber the commission with any unnecessary inquiry. If there is an inquiry suggested which is not relevant, and which will not assist in reaching a conclusion as to the matters dealt with in section 4, I think it should be rejected without hesita-tion. In other words, this House has the right, as the Senate has the right, to sug-gest amendments, and this House has the right to reject amendments. We have accepted three out of four and we reject the fourth for the reason I have given. It would not have been proper for me to give the wording of the amendment as one of the reasons of rejecting it, because that would be disrespectful to the Senate. Under the circumstances, I move that the amendment be rejected because the inquiry suggested is not germane. but is irrelevant to the purpose of the Bill.

Mr. MURPHY. I would ask whether or not the minister thinks that under the general authority conferred upon him by this Act he could, under the circumstances indicated by the amendment, instruct the proposed commission to make an incuiry of this kind.

Mr. WHITE (Leeds). I think I could under the sections that I have mentioned as to matters that are relevant, and as

could get the information elsewhere. It might be quite proper to inquire who were the shareholders of companies, but it does not necessarily follow that that should be part of the duties of this commission to ascertain. I do not wish to load this commission with unnecessary work, because I think they will have enough to do in carrying out the duties prescribed by this Bill.

Mr. MURPHY. If my hon. friend thinks that authority is conferred, why not make it clear and insert this provision in the Act amending the wording as my hon. friend (Mr. Pugsley) proposes, and also make such other amendments as he may think proper with regard to furnishing the names of the shareholders. As the hon. member for St. John has pointed out, that is the practice now with regard to the banks and it is also the practice, I believe, under the Provincial Companies' Act. It was likewise proposed to insert a similar provision in the federal act regulating the incoroporation of companies. But that after all is a minor detail.

Mr. FOSTER (North Toronto). I think my hon. friend who has just spoken has given the very best reason possible for disagreeing with this amendment. He asks the question whether or not-implying that in his opinion there was no doubt as to the answer-the minister if he wished could instruct the commission to gather this very same kind of information that is provided for. The minister answered that he could. I do not think there is any doubt at all in the mind of any one who has read the clause, that the minister has that right. Why then should you cumber an Act of Parliament with the particular details that every legislator, either in this House or in the other chamber, might think ought to be inquired into. If there is a particular reason for having upon the pages of the Act this particular kind of information that should be inquired into, no one will pretend to say that is the only information that could be received. There are hundreds of different classes of information which the minister and the government might require, in order to have the fullest basis of information possible to enable them to come to a conclusion.

Mr. PUGSLEY. Will my hon. friend let me ask him a question?

Mr. FOSTER (North Toronto). If my hon. friend will just tone down that inter-rogation point of his until I have finished, he can go on and ask his question. Now where was I when this interrogation point was interjected? I think I was saying something like this, if I remember rightly, that under the Act the commission shall

Mr. WHITE (Leeds).

to those that are not relevant I think I make inquiry into any other matter upon which the minister desires information into any goods brought into Canada or purchased in Canada that are subject to or exempt from customs duties, and shall report to the minister. That in itself is wide enough to give the minister an opportunity for instructing the commission to make inquiries which bear upon these subjects. Then why should he try to spread on the pages of the Act all the different kinds of information that may be germane, as they occur to the minds of a legislator, either here or in the other House.

> Sir WILFRID LAURIER. To this inquiry there are two parties, the minister and the people. It is permissible for the minister to make the inquiry, why should it not be obligatory upon him.

Mr. FOSTER (North Toronto). But obligations may not always be set out in Acts in all particulars in which they should be carried out. Parliament has an interest in this as representing the people. The minister representing the people. The minister represents parliament, and he is responsible to parliament, and it is here where in the general performance of its functions, parliament performs its duty in keeping the minister to his duties, whether it be a particular branch of inquiry or of administration. The point I was trying to make is, I think a perfectly germane point: that whilst there are hundreds of classes of information which the minister may require and which he now has the right to require this commission to obtain for him -whilst that is laid down and the power given under the Bill to get that information, it does not seem necessary to put this or that, or the other special list of inquiries into the Act. That is one objection I have to the proposition. If there is a right to put that in, and it should be put in the enactment, then any other member of the House might come and say, 'You have put a certain other requirement in the Bill at the behest of some legislator, why not put this in? If you admit the principle, you should put in the Bill every class of information that you are inquiring for. Now, I have another objection to this amendment and I think it is more vital. It is this: That by implication the Senate in this amendment has read into the Bill powers to the commission which the commission does not have under this measure, and which it was never the intention to stand at all that when this commission is appointed, that this, that, or the other man, or this industry or that industry, can go to the commission and ask them to raise duties upon a certain article, or decrease the duties upon another article, report in favour of either one or the other. I should consider that the commission should

refer every request of that kind, if such request did come to them directly to the minister who is responsible.

Mr. MURPHY. That is what the amendment provides.

Mr FOSTER (North Toronto). These are matters for the minister and for the government. I think we take a wrong step when, by implication even, we leave it to be understood that it is to be within the power of that commission to take any section at all with regard to a recommendation for the increase or decrease of any duty. That is not their part; that is the part of the government. All they have to do—and they will keep to their duties in doing that -is to get the information upon which the minister and the government are to found their conclusions. You venture upon dangerous ground when you let a commission suppose that it is a part of its duty to ad-vise or recommend as to the increases or decreases of duty. That is the right of parliament, as exercised first by the govern-ment, and it is not the right of the commission. This amendment, by implication, reads that into this commission, and that is one reason why I am opposed to it.

Mr. TURRIFF. It seems to me that a couple of these amendments of the Senate are very necessary. Let me draw to the attention of the Minister of Finance a case that came before this House a year ago, prior to the time when a member of this House. when he became House. A delegation came here to protest against the lowering of certain duties. That dele-gation made the statement to the gov-ernment of the day that for years before that time they had not made a dollar, they had been barely hanging on in hope of better times to come. When the evidence came out it was brought out that for thirbetter times to come. teen years up to a time four years before the delegation spoke, that same company had paid out in actual cash dividends, over and above putting by reserve funds, in excess of 50 per cent per annum. Yet they came here and protested that they had not made a dollar. Would it not have been an advantage if they had been compelled to state who were their shareholders and what dividends they had paid. It was only by a mere chance that the fact came out that they had received an average of over 50 per cent per annum for a period of thirteen years-there happened to be a lawsuit. The Minister of Finance probably knows all about it, because the government was at the head of that delegation, and its spokesman, was Mr. Flavelle. So that the amendment proposed by the----

Mr. WHITE (Leeds). I know nothing about the hon. gentleman's delegation or the company to which he refers. Why does

he say that I know about it—by implication that I am connected with it? I have the honour of knowing Mr. Flavelle. But I have nothing to do with his companies.

Mr. TURRIFF. I did not mean for a moment to say that the hon, gentleman (Mr. White, Leeds) was connected with Mr Flavelle or his companies. But the evidence came out in connection with that lawsuit and was published in the papers Here was a case in point showing that the amendment proposed by the Senate is absolutely germane to the subject and absolutely in the interest of the public. It shows that when a manufacturer, or anybody else comes before the government to ask for an increase of duty, or that the duty should not be lowered, he should be compelled to state what dividends have been paid by the concerns interested for ten years previous, and also who are the shareholders who own this stock.

Mr. LANCASTER. If the hon. gentleman (Mr. Turriff) seriously believes that the commission could not ascertain that without the amendment of the Senate, then a great many other things will have to be provided for, for there are a thousand others as necessary as these.

Mr. TURRIFF. Does the hon. gentleman (Mr. Lancaster) see any objection, if that is the intention of the measure, to say so in the legislation itself?

Mr. LANCASTER. Yes, and I should think the hon. gentleman (Mr. Turriff) would be able to see it too. You would have to draw a Bill miles long if you proposed to include in this way all the things that the company ought to inquire into. I know a little about the drafting of statutes, and I am confident that he would frustrate the very object he says he has in view if he were to particularize in this way.

Mr. WHITE (Leeds): Let me deal, just for a moment with—

Mr. PUGSLEY: Perhaps, before the hon. gentleman speaks, if I might be allowed a word—

Mr. SPEAKER. Considerable latitude is being exercised as to the number of times members speak. I would suggest a closer adherence to the rule.

Mr. PUGSLEY. I wish to reply just for a moment to the Minister of Trade and Commerce (Mr. Foster) and to say this—

Mr. FOSTER. Of course, the hon. gentleman will give me a minute to reply to him.

Mr. PUGSLEY. I take it that, by unanimous consent---- Mr. SPEAKER. Without the unanimous consent of the House a member cannot speak a second time; and I think the rules should be observed.

Mr. PUGSLEY. I understand the Minister of Trade and Commerce (Mr. Foster) consents to my speaking.

Mr. FOSTER. But I could not give up my right to take a little dig-

Mr. PUGSLEY. Well, may I ask the Minister of Trade and Commerce a question in regard to what he said?

Mr. FOSTER. I will have to ask my hon. friend—at this stage of the session to put it on the Order Paper.

Mr. PUGSLEY. We will save time if you allow me to ask this question. My hon. friend (Mr. Foster) said—

Mr. SPEAKER. I do not think it permissible to start an elaborate argument

Mr. PUGSLEY. I rise to a point of order. The Minister of Finance (Mr. White, Leeds) has already spoken twice.

Mr. WHITE (Leeds). I think I have the right to close the debate.

Mr. OLIVER. I wished to say a word before the debate was closed.

Mr. SPEAKER. This is not the second reading of the Bill and therefore, it does not come under the rule regarding substantive motions. But I think those hon. members who have been dealing directly with it have each spoken more than once, and to go beyond that, it seems to me, would be to extend the privilege of debate a little too far.

Mr. OLIVER. The fact that a great deal of other information may be specified as being within the scope of the commission does not at all lessen the propriety of setting out in the statute that certain things of special importance shall be provided for. I am going to assume that this proposed amendment by the Senate is for the purpose of forwarding the views of those who are opposed to increases of the tariff and is for the purpose of securing at the hands of the commission the evidence that would emphasize or back up those views. Now, these people are citizens of this country. They may not be a majority, or they may be a majority; but they are a large part of the population, and they have just as much right to have information collected by this commission that will tend to advance their views, as the government itself has to have the commission secure evidence that will be in accordance with the policy of the government. Hon. members who have spoken against this amendment have said that to put this provision Mr. PUGSLEY.

in the Bill will lessen the scope or weaken the powers of the commission. Well, Mr. Speaker, I am willing, as one, to take chances on restricting the scope of the commission by establishing that certain facts which are important in support of the views that I hold shall be required of that commission in making inquiry. If this is a commission in fact, it is a commission of parliament and of the country. If it is only a body organized for the purpose of collecting information that will support the policy of the government, then it should not be called a commission. I say that either branch of parliament has unquestionably the right to say this, that, or the other particular in regard to the industrial affairs of the country, should be inquired into whenever an inquiry is being held.

Mr. LANCASTER. Why not every condition?

Mr. OLIVER. It is not necessary that it should be put in in every case. It is my fear that it is unnecessary for this House to specify in this Bill that information that would tend to carry out the policy of a high tariff should be collected by this commission; that will be collected without any danger. What we want is a provision in the Bill that will secure that information which will tend to advance the interests and beliefs of those who are for a low tariff should be collected.

Mr. LANCASTER. Do you want to hold the Bill up?

Mr. OLIVER. For my part, I do not think the country would be at any loss if the Bill did not pass. As I have said ever since the discussion on this Bill began, it is my belief that this co-called commission is not intended to be a commission to collect information that should be impartial.

Mr. SPEAKER. It is not permissible, 'on a proposed amendment to a single 'clause of the Bill, to enter into an extended discussion of the principle.

Mr. OLIVER. I was led into making these remarks by the questions that were asked me. Speaking on behalf of those who desire a tariff revision downward, we consider it is essential that the information collected by the Tariff Commission should include the particulars mentioned in the Senate amendment; and that being the case, we believe we have a right to have that authority to the commission set forth in the statute.

Mr. CLARK (Red Deer). I do not know that the Senate could have made an amendment to this Act that would do more to carry out what in our previous discussions the Minister of Finance has proclaimed to

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be his policy in this Bill. I distinctly recollect hearing him say most emphatically upon more than one occasion, that the Act was totally misunderstood if it was supposed to be in the interest of any particular class, that class being the manufacturers. He said in my hearing, this Bill will, in my judgment, be a great benefit to the consumers. Now, Sir, I know of mothing that has a more direct bearing upon justice to the consumers in this matter of tariffs, than a full knowledge of the dividends that are being made through the benefit of tariffs, and the number of shareholders who are getting those dividends. In the interest of the consumers whom my hon. friend the Minister of Finance has proclaimed his intention to protect as much as the manufacturers, I reneat that I do not think the Senate could have framed an amendment of more importance with that particular object in view. If I wanted to be confirmed in this opinion, I would have regard to the arguments with which the amendments have been met, in the first place, by the Minister of Trade and Commerce (Mr. Foster) and then repeated by the hon. member for Lincoln (Mr. Lancaster). Here is a specific amendment stating in the clearest possible language a certain object. Using language which is easily understood by the ordinary reader, it specifically sets out that we ought to know the dividends being paid by a company and the number of shareholders who are being paid those dividends. What is the reply that we get? This is a specific amendment in a few words. The Minister of Trade and Commerce, to whom I am thankful for his personal assurance that parliament is going to retain full powers in the management of its tariffs, says if we were to put everything in the Bill that we wanted to inquire into, we should extend it indefinitely,—I do not think I misrepre-sent my hon. friend. I do not think that is a fair reply to a specific amendment on one particular point, and that point most germane to the interests of the consumers of this country, who are all the people of this country. The hon. member for Linthis country. The hon, member for Lin-coln seemed to think there was something wrong with my grey matter; I suppose he referred to me when he said: What is the matter with the hon. member for Red Deer?

Mr. LANCASTER. I thought the member for Red Deer was rudely interrupting me.

Mr. CLARK (Red Deer). I am exceedingly sorry for the rudeness, but I am prepared to defend the relevance of my interruption, because my hon. friend was saying that we should put other things in the Bill.

Mr. LANCASTER. If there is anything in the hon. gentleman's argument, he should put the whole thing in.

Mr. CLARK (Red Deer). We could put other things in the Bill, and he had a great many other things in his mind, evidently, because he let his imagination run riot with him, not only to the extent of saying that there was something wrong with me, but to the extent of imagining a Bill miles long. Then he says: What is the matter with me? Why, I replied jokingly: There is something wrong with the hon. member for Lincoln, and if he wants to know what it was, I think he was suffering from an inflamed imagination. You do not require a Bill miles long to put in a few words like this Senate amendment.

Mr. LANCASTER. What about all the other things?

Mr. CLARK (Red Deer). The Senate has not put in all the other things, the other things exist only in the imagination of my hon. friend. It is he that has something wrong with him, and not me. Here is a specific amendment with a definite object, which deals with that part of the functions of this commission which the Minister of Finance declares he is very anxious to see fulfilled, the object of procuring information for the consumers. Surely if this is so important as it appears to me, if it is so germane to the inquiries as the Minister of Trade and Commerce has said it is, there would be no harm in putting this specific amendment in the Bill, and it would not make the Bill miles long to do so.

Mr. WHITE (Leeds). With the consent of the House I am prepared to accept the amendment to this extent, the change being found in the last clause:

That a message be sent to the Senate to acquaint their honours that this House agrees to the first, second and fourth of their amendments to Bill (No. 88). An Act to provide for the appointment of a Tariff Commission; And that they disagree to the third of their amendments to the said Bill for the following reasons:—

Because the special inquiry called for by the said amendment is not relevant to the purposes of the Bill except in so far as it is already provided for by the other provisions of the said Bill, and is unnecessary.

Motion agreed to on division.

#### INSPECTION AND SALE ACT AMEND-MENT.

House again in committee on Bill (No. 78) to amend the Inspection and Sale Act. --Mr. Foster (Toronto).

On section 4.-Name on barrel,

Mr. FOSTER (Toronto). The Bill remained in committee for the purpose of making provision to ensure that the ordering of lots or quantities by special exporters and having their brands put upon them might not be interfered with. In order to bring that about I propose that section 4 be struck out and that another section be substituted therefor. This is a redrafting of the clause which makes it read better and makes the provision which I have alluded to perfectly clear. Section 164 will then read:

Every barrel or half barrel of flour or meal packed for sale, shall be plainly branded, painted or marked at one end thereof----

Then follow the particulars of the branding which are the same as in the original Act. This has also the advantage of making one whole clause instead of amending a clause and compelling you to refer to the original Act in order to find out what the clause is.

Mr. OLIVER. I do not happen to have a copy of the Bill before me and I know that the hon. member for Huntingdon (Mr. Robb), who has been taking an interest in this matter, is not present.

Mr. FOSTER (Toronto). This meets exactly what the hon. member for Huntingdon requested and it was meant to do so.

Section as amended agreed to.

Mr. FOSTER (Toronto). Then, I desire to amend the former section 164A by subtituting the following:

Every bag or package of flour, meal or feed packed for sale shall be plainly marked.

And so forth The section as we passed it and the section as I propose to have it now are exactly the same in meaning but this has been redrafted by the law clerk to make a better reading of the clause. There is no difference as to any power or provision between them.

Mr. OLIVER. Whose mark is to be put on?

Mr. FOSTER (Toronto). The mark of the packer. The manufacturer is the package out himself when he sends the package out himself, but he also packs for the wholesale house a thousand barrels or two thousand bags of flour and he puts the wholesaler's special mark upon them. The point is to make some person responsible for the branding. I remember that we had a difficulty as to whether the manufacturer would be allowed to pack flour for an exporting house under the Bill. This makes it clear that it will be allowed under the Bill.

Mr. OLIVER. That does not fully convey to my mind the idea that is expressed.

Mr. FOSTER (North Toronto). That is what it is intended to express. The law clerk drew it up for me and so far as I can see it expresses the idea:

Mr. FOSTER (N. Toronto).

Every bag or package of flour, meal or feed packed for sale shall be plainly marked.

Mr. OLIVER. By whom, and with what mark?

Mr. FOSTER (North Toronto). The initials of the Christian name, the surname at full length and place of business of the packer or person for whom such bag or package is packed.

Mr. OLIVER. Yes, that is all right.

Section as amended agreed to.

Mr. LAW. When is this Act coming into effect? That is the point I raised the other day and the minister said he would take it into consideration.

Mr. FOSTER (North Toronto). On the 1st of January, 1913.

Mr. OLIVER. Then the section in regard to the weight of vegetables is dropped?

Mr. FOSTER (North Toronto). We have dropped all of that for this session.

Bill reported, read the third time and passed.

#### SUPPLY—BOUNDARY WATERS COMMISSION.

Mr. WHITE (Leeds) moved that the House again go into Committee of Supply.

Mr. PUGSLEY. Before you leave the Chair, Mr. Speaker, I desire to bring to the notice of the House some facts con-nected with the dismissal of the commissioners who were appointed under the Boundary Waters Treaty and the appointment of other gentlemen in their places after the present government came into office. I may say that early in the session I made reference to this subject and I will briefly repeat the statement I made. I stated that in August last the late gov-ernment, pursuant to the provisions of Article 7 of the Boundary Waters Treaty, passed a minute of council recommending to His Majesty the appointment of Sir George Gibbons, London, Mr. Alexander P. Barnhill, of St. John, and Mr. Aimé Geoffrion of Montreal. I also called attention to the fact that under the Boundary Waters Treaty, while His Majesty makes the appointment, the appointment can only be made of gentlemen recommended by the Governor General in Council, so I argued that to all intents and purposes when the order in council was passed by the Governor General in Coun-cil that was an appointment of those three gentlemen as commissioners. I stated that through the Governor General in Council the Colonial Secretary had been informed of the recommendation. The British Ambassador had also been

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informed of it and information came to the Governor General that the appointments would be approved of and that the matter had been submitted to His Majesty, but that in the meantime, as the United States government were anxious that the Commissioners should get to work as soon as possible by reason of there being imconsideration he suggested that the com-mission should meet informally for the purpose of organizing, pending the formal approval of their appointment by His Majesty. I also stated that the Canadian commissioners, Sir George Gibbons, Mr. Barnhill and Mr. Geoffrion, had, at the request of the British Ambassador, been informed of their appointment and of the request of the British Ambassador that they should organize and that they had actually gone to Washington for the purpose of organizing under the treaty. My statement was controverted by the Min-ister of Public Works, who stated to the House that his information was not to that effect. I have in my hands the re-turn which has been submitted to the House, and without going through the House, and without going through the different documents in detail I desire to say that they confirm absolutely in every particular the statements which I made to this House when I spoke on the mat-ter earlier in the session.

The Minute of Council which recommended Sir George Gibbons, Mr. Barnhill and Mr. Geoffrion for appointment to be His Majesty's commissioners, was passed on the 11th of August, 1911. The Colonial Secretary and the British Ambassador at Washington were informed of the recommendation by a dispatch which was sent by the Governor General to both of them on the 14th of August, 1911, as follows:

### Ottawa, August 14, 1911.

Following have been appointed commis-sioners under section 7 Boundaries Waters Treaty Sir George Gibbons of London, On-tario, Alexander P. Barnhill of St. John, New Brunswick, Aimé Geoffrion of Montreal, P. Q. Despatch follows.

On August 16 the Governor General sent the following despatch to the British Ambassador at Washington:

## Pointe au Pic, Province of Quebec, Quebec, 16th August, 1911.

Sir,—With reference to my telegram of the 14th instant, I have the honour to transmit, herewith, for Your Excellency's information, copies of an approved minute of His Majesty's Privy Council for Canada appointing Sir George Gibbons, Alexander P. Barnhill and Aimé Geoffnion commissionars on the part of Aimé Geoffrion, commissioners on the part of the United Kingdom, under section 7 of the treaty relating to Boundary Waters. I have also sent copies of this Minute to Mr. Har-

court for the information of His Majesty's government. I have, &c.,

GREY.

His excellency, The Right Honourable James Bryce, P.C., &c., &c., &c.

On the next day, the 17th of August, the Governor General sent the following de-spatch to the Secretary of State for the colonies.

Pointe au Pic, Province of Quebec,

17th August, 1911.

Sir,-With reference to my telegram of the 14th instant, I have the honour to transthe fact instant, I have the honor to trans-mit, herewith, for your information, copies of an approved Minute of His Majesty's Privy Council for Canada appointing Sir George Gibbons, Mr. Alexander P. Barnhill and Mr. Aimé Geoffrion, commissioners on the part of the United Kingdom, under section 7 of the treaty relating to Boundary Waters.

I have also sent copies of the Minute to His Majesty's Ambassador at Washington, for his information.

I have, &o., GREY.

The Right Honourable, Lewis V. Harcourt, M.P., Secretary of State, for the Colonies.

You will observe that the Governor General in his despatch treats the Minute of Council of the 11th of August as being an appointment of the commissioners. The Minute of Council, however, followed the provisions of section 7 of the boundary waters treaty and recommended these three gentlemen for appointment as commission-ers but His Excellency took the Minute of Council as being actually an appointment. No doubt he was influenced by the fact that the ratification of the appointment by His Majesty would be a matter of form under the terms of the treaty, it being a fact as I have said that no persons could be appointed commissioners except those recommended by the Governor General in Council.

On August 26, the British Ambassador wrote to His Excellency the Governor General as follows:

British Embassy, Seal Harbour, Maine, August 26, 1911. My Lord,-I had the honour to communicate to the Secretary of State the names of the gentlemen appointed by the Canadian government as commissioners in accordance with the provisions of Article 7 of the Boundaries Waters Treaty of January 11, 1909. The Acting Secretary of State in acknowled-

ing this communication inquires when it will be convenient for the Canadian Commissioners to meet the commissioners of the United States.

the meeting should take place as soon as con-venient as there are several questions of im-portance to be submitted to the commission as soon as possible.

I have the honour to be, Your Excellency's Most obedient humble servant.

### (Sgd.) JAMES BRYCE.

The Right Honourable, The Earl Grey, G.C.M.G., &c., &c.

You will observe also that the British Ambassador treats the order in council as an appointment and he states that he had communicated the appointment to the Secretary of State for the Colonies and that he had received a reply in which the acting Secretary of State, after acknowledging the communication asked when it would be convenient for the commissioners to meet the commissioners of the United States.

Then, on September 5, the Acting Under Secretary of State for External Affairs of the federal government communicated with the Deputy Minister of Public Works calling his attention to the fact that the Minute of Council was a recommendation and not an appointment of these gentlemen and that the actual appointment would, of course, have to be made by His Majesty. The attention of the Governor General's secretary was also drawn by the Acting Under Secretary of State for External Affairs to the same fact on September 5. Then on the 6th day of September His Excellency the Governor General sent a cablegram to the Secretary of State for the Colonies as follows:

#### Ottawa, 6th September, 1911.

Referring to my telegram of 14th August and despatch No. 456 of 17th August, British Ambassador at Washington informs me that State Department has asked when it will be convenient for Boundary Waters Commis-sion to meet. Several important questions should be submitted to commission as soon as possible. Under article 7 our commis as possible. Under article 7 our commis-sioners have to be appointed by His Majesty on recommendation of Governor General in Council. Can you inform me whether ap-pointments have yet formally been made?

On the 9th day of September the Under Secretary of State for External Affairs communicated with the deputy Minister of Public Works a's follows:

#### Ottawa, 9th September, 1911.

Mr. PUGSLEY

Canadian commissioners to meet the commissioners of the United States.

Yours very truly, JOSEPH POPE, Under Secretary of State for External Affairs.

J. B. Hunter, Esq., Deputy Minister of Public Works, Ottawa, Ont.

As I do not wish to take up the time of the House unnecessarily, I will not refer further to the communications between the Deputy Minister of Public Works and the gentlemen who had been appointed further than to say that they were notified of the recommendation of their appointment and also of the fact that the government was waiting the appointment also of His Majesty. On the 21st day of September there came from the Secretary of State for the Colonies to His Excellency the Governor General the following despatch:

#### London, 21st September, 1911.

Your telegram of 6th September. Names commissioners are being submitted to His Majesty and Ambassador has been authorized to proceed informally with arrangements for meeting of commission pending formal appointment.

#### HARCOURT.

That is the statement I made when early in the session I addressed the House on this subject, and my hon. friend the Min-ister of Public Works took issue with me. I take it for granted that he was not aware at that time of this telegraphic despatch. Without going through the correspondence which took place subsequent to that, I may say that at the request of myself as Minister Public Works and in view of the desire of the United States that the com-mission should organize as early as nossible and get to work upon the consideration of the important questions which were pending, the commissioners were requested to take the necessary steps for organiza-tion under the treaty. This was done in accordance with the suggestion of the Colonial Secretary, and pursuant to that re-quest the commissioners did proceed to Washington for that purpose. Now, what I submit is that while His Majesty the King had not actually signed the formal order of appointment of those gentlemen previous to the retirement of the late government from office, yet to all intents and purposes, looking at the substance of the matter and not merely at the form, these gentlemen had been appointed commis-sioners on behalf of the United Kingdom Dear Sir,—In reply to your letter of the 5th instant, Mr. Bryce's attention has been called to the fact that commissioners' appointment, under article 7 of the Boundary Waters Treaty, must be made by His Majesty the King. I should be glad however, to learn from you when it will be convenient for the Dear Sir,—In reply to your letter of the 5th sioners on behalf of the United Kingdom under the Boundary Waters their appointment. The Colonial Secretary had informed the Governor General that the names were being submitted to His Majesty, and requested that they should MARCH 30, 1912

proceed informally in the meantime to organize under the treaty, awaiting the formal appointment by His Majesty. Now, we find that on the 11th of October, the very day after the present government came into office, they had the following telegram sent to the Colonial Secretary by the Governor General:

Ottawa, 11th October, 1911. With reference to my telegram of 3rd ctober, Boundary Water Treaty, new

October, October, Boundary Water Treaty, new Cabinet earnestly hopes that no appointment will be made by His Majesty's government of three commissioners on the part of the United Kingdom pursuant to section 7 of the treaty of 11fth January, 1909, relating to boundary waters and questions arising along boundary between Canada and United States with the bar here an constitution of reconsider until they have an opportunity of reconsider-ing the appointments recommended by order in council of 11th August last.

On the 14th of October there was a despatch from the Colonial Secretary, acceding to the request of the government, and on the 23rd of October Messrs. Casgrain of Montreal, Powell of St. John, and McGrath of Ottawa, were appointed, and the minute of council recommending the other gentlemen for appointment was cancelled. I find that a little later whether there had been a communication from the Colonial Secretary or not I do not know-it is sufficient to say that no such communication appears here; but one would suppose that some communication must have been made to the govern-ment. A little later, I say, on the 24th of October a despatch was sent by His Royal Highness the Governor General to the Secretary of State for the sclenics informing him of the rethe colonies informing him of the recommendation of the appointment of Mr. Casgrain, Mr. Powell and Mr. McGrath, and the despatch contains this singular clause:

The order in council of the 11th August was withdrawn for the reason that the new government desired the appointment of commissioners who will be in sympathy with their policy respecting matters which will come be-fore the commissioners for consideration and determination.

I would assume that the British government had made some inquiry as to the extraordinary course which this govern-ment had taken in cancelling the action of the previous government when these recommendations were made, and which, as I have said, had been approved by the Colonial Secretary. Therefore, this ex-planation is given of the reason why those gentlemen had been dismissed and Messrs. Casgrain, Powell and McGrath had been appointed in their places. When this matter was last before the House, the Minister of Trade and Commerce did not put forward any such reason as that. The to take the place of Mr. Barnhill who also

reason which he gave us was, that he and his colleagues thought the political views of the gentlemen who were appointed commissioners should be in sympathy with the views of this government. But this despatch states that what the government was desirous of was, that the commissioners should be in sympathy with their policy with respect to matters that should come before the commissioners for consideration and determination. If that means anything it means that the administration is of the opinion that the views of the late commissioners were not in harmony with the views of the present government as to matters relating to the boundary and the boundary waters. I would ask my right hon. friend (Mr. Borden) if, when that reason was given to His Royal Highness to be transmitted to His Majesty's government, he or the government had any reason to believe that the views of Sir George Gibbons, Mr. Barnhill and Mr. Geoffrion, with respect to the various questions that were likely to come up for consideration before the commission, relating to the boundary waters, were not in harmony with the views which this government entertains. What are the views held by this government upon these questions? Is it any more than this: That Canadian interests shoud be protected, and that no diversion of water shall take place contrary to the terms of the treaty, and except after adjudication by these commissioners? What did my right hon. friend (Mr. Borden) mean, when he placed the words referred to in the mouth of His Royal Highness? I venture to say he had no information which would lead him to believe for a single moment that these gentlemen would not, on every occasion when the necessity arose, protect Canadian interests to the fullest extent so far as the matters covered by the treaty were concerned.

Mr. BORDEN. Does the hon. gentleman think that is true of the Long Sault?

Mr. PUGSLEY. Yes.

Mr. BORDEN. Then I will give my hon. friend some information about that.

Mr. PUGSLEY. I suppose my right hon. friend refers to Sir George Gibbons? I venture to say that Sir George Gibbons' conduct of the investigation into matters relating to the Long Sault dam will bear the fullest investigation. I know of no act or statement of his which could be thought for a single moment to be contrary to Canadian interests. But let us consider for a moment the position of one of the gentlemen whom this government recommended for appointment, I refer to Mr. H. A. Powell. Mr. Powell comes from the city of St. John, and I presume was appointed

resides in St. John. Now there is a very important question which has been pending for some time with respect to the alleged obstruction of the navigation upon the St. John river, which is an important water-way rising in the State of Maine. That river is for a considerable distance a boundary water between the State of Maine and the province of New Brunswick, but after it flows down to a point a short distance below Van Buren it is wholly in the pro-vince of New Brunswick. The St. John river was dealt with by the Ashburton treaty, and it was provided that the river, wherever it forms the boundary between the State of Maine and the province of New Brunswick, shall be kept for ever free from obstruction and open to free navigation, or free use, by the people of both countries.

At one o'clock the House took recess.

House resumed at three o'clock.

Mr. PUGSLEY. Before recesss, I was proceeding to argue that the appointment of Mr. Powell as one of the commissioners was an appointment that ought not to have been made. I wish it to be distinctly understood, however, that I have nothing to say against Mr. Powell's ability, for I recog-nize that he is a lawyer of high standing, and were it not for the objections I intend to urge against his appointment, I should not for a moment hesitate to say that he has the qualifications to make a very good commissioner. But, it happens that Mr. Powell was employed as solicitor and counsel, and I have no reason to suppose but that he is to-day solicitor and counsel, for United States interests which are obstructing the navigation of the St. John river, contrary, as I con-tend and as the people of New Brunswick believe, to the provisions of the Ashburton Treaty. Therefore, this in my judgment, disqualifies him from being an impartial commissioner. No man can serve two mas-ters; and the interests of the people of Canada are absolutely at variance with the United States interests, which, as I have said, have been obstructing the navigation of the St. John river.

Let me take up a very short time in stating to the House how this question in regard to the St. John river has arisen. Some few years ago a company was incor-porated, I think in the State of Maine, which company proceeded to construct on the United States side of the St. John river very large lumber mills, and in that connection they proceeded also to place in the river a series of booms and sorting works with the object of sorting logs in-

Mr. PUGSLEY.

across the river towards the Canadian side, the intention and effect of which was to divert all logs floating down into the sorting booms of this company. I may say that there are in the river at that point I think three islands, and the piers and booms of this company are extended from one island to the other with the result of completely blocking and obstructing navigation upon the United States side of the river. They acquired certain real estate on the New Brunswick side of the river, and they attached their shear booms to the land which was acquired, thus, as I have said, directing all the logs coming down the sorting w Now, the river into the works of company. this lumber manufacturers further down the river in the city of Fredericton, and in the city of St. John, felt very much aggrieved by these obstructions. In the city of St. John there are quite a number of lumber mills, which obtain their supply for the most part, from the forests which are upon or adjacent to the waters of the St. John river above the point where these obstructions have been created. The result of locating these works was that logs float-ing down the river and intended for the mills of the city of St. John, were delayed in passage, and, by reason of the water falling, as it always does fall, as the summer advances, large quantities of these logs were hung up to the very great damage of the people to whom they belonged. I remember that it was disclosed that upon one occasion when there was an unusual freshet, as much as twenty-five million feet of logs, destined for the lumber mills at St. John, were hung up for a considerable period by reason of the sorting works and booms of the company to which I refer, the company being known as the St. John Lumber company, a concern composed en-tirely of United States capitalists. The lumbermen of the city of St. John came to the provincial government of which I was then the Attorney General, and urged that steps should be taken to have these obstructions removed as far as possible. The difficulty, however, with which we were confronted, was that the blocking or obstructing of the river, was wholly upon the American side, and of course, our courts would have no jurisdiction to compel the removal of these obstructions. But, in connection with their works, the sheer booms to which I have referred, were thrown out into the river upon the Canadian side for the purpose of diverting the logs into the booms, and so far as these shear booms were concerned, T thought that the courts might intervene, tended for manufacture in their mills. In connection with the sorting works they swung what are known as shear booms dian interests would also be removed, even

though the obstruction to navigation upon the American side was in my judgment, in absolute violation of the terms of the Ashburton Treaty. Steps were taken for an injunction against the St. John Lumber company. Mr. A. P. Barnhill, who was former commissioner, acted as counsel for the Canadian interests, that is for the lumber men who were seeking to have this violation of the Ashburton Treaty done away with. Mr. H. A. Powell, the gentleman who has been appointed by this government, as one of the commissioners---and I assume more es-pecially as representing the interests of New Brunswick in the St. John river, because he has evidently been appointed to take the place of Mr. Barnhill-was employed by the United States interests, that placed these obstructions in the river. He was employed as their solicitor and counsel; if my memory serves me right, he is the solicitor of record, and so far as I know, he is the solicitor of United States interests up to the present time. And this is the gentleman who has been appointed to safeguard Canadian interests in boundary waters. |That case, upon an application for injunction, proceeded a considerable distance while I was Attorney General of the province. A hearing took place; certain witnesses were called and upon the hearing, Mr. Powell's contention on behalf of his clients, which he pressed with great force, was that this was not a violation of the Ashburton Treaty.

He contended that the people of the United States had a right, in order to facilitate the manufacture of lumber, to erect these dams, and piers and sorting works in the river. He made that contention strongly and persistently. A number of witnesses were called on behalf of the American company, who expressed the opinion that these works were necessary in order to facilitate lumbering operations on the river, and that even although the interests of those engaged in the manufacture of lumber lower down the river might suffer, yet their interests would have to yield to the necessity which existed for enabling American citizens to carry on lumbering operations in a way which would be most advantageous to them, and for that purpose in placing sorting works in the river to sort their logs. After the hearing had proceeded for

After the hearing had proceeded for some time, a question arose as to whether it might not be possible, by conference with the United States government, either to have this obstruction removed, or the condition of affairs ameliorated in some way, or perhaps by the creation of storage works at the head-waters of the St. John and its tributaries, the waters of the. river might be held back during the floods, so that, even although this delay took place at

the sorting works of the milling com-pany to which I have referred, yet by reason of the increased flow of water which could be obtained later on in the season the logs might still be float-ed down to the city of St. John in time to be manufactured there. Negotiations took place with the government of the United States, and the result was that a commission was appointed consisting of two gen-tlemen one being Mr. Barnhill, the gentle-man to whom I have referred, and the other, Mr. Keith, representing Canada, and Mr. Murchie and Mr. Keegan on the part of the United States, to inquire into and consider the whole question. Meantime the equity suit to which I have referred was left in abeyance, it still remains alive in the courts, although it is postponed from time to time. Now, Mr. Speaker, it may be said in justification of the appointment of Mr. Powell that notwithstanding he had been acting for these United States interests, since the St. John River Commission has been appointed to deal with the St. John river, that is a matter with which the Boundaries Water Commission will have nothing to do; but that is not the case. The St. John River Commission has only been appointed by the governments of the two countries for the purpose of making an examination and inquiry into the circumstances, and to report to their respective governments, with power to make such recommendations as they may choose. But they have no power to act, no power to make any decision, no power to do any-thing except to make an investigation and report. When they make their report their powers will cease, and all matters connected with the obstruction of the St. John river by the citizens of either country, all matters connected with the St. John river as one of the boundary waters between the two countries, will rest with this Boundary Waters Commission just the same as other matters connected with any boundary water in any part of Canada. Now the question is one of very vital importance to the people of St. John. They feel very strongly that if this obstruction is allowed to continue, and if there is no means, by the storage of water, of getting over the difficulty, a blow of a most serious char-acter will be struck at the lumber manu-facturing interests of the city of St. John. If one United States company can establish booms and sorting works upon the United States side of the river, and so occupy the whole of the American side of that navigable river, then two companies may do it, and then a dozen companies may do it; and by reason of the fact that the unmanufactured log goes into the United States free of duty, whereas the manufactured article has to pay a duty in order to get into the American market, the mills upon

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the American side of the river are placed and will in future be placed in a position of great advantage over the mills which might be established upon the Canadian side. The result will be, as our people fear, that the lumber manufacturing in-dustry, so far as it relates to the manu-facture of logs from the head-waters of the St. John river, will be transferred from St. John and Fredericton to points in the vic-inity of Van Buren in the state of Maine upon the American side of the river, which will be a great blow to the lumber manuthe St. John river. Now it seems to me that in making these appointments of gentlemen who are to safeguard the interests of Canada in these questions which arise in regard to boundary waters, the govern-ment ought to have seen to it that every man who is appointed on that commission should be from his past record impartial, at all events, that if he had any lean-ings at all they should be in the direction of Canadian interests instead of United States interests. When I state to the House that in the case to which I refer Mr. Powell was retained to protect the inter-ests of American citizens in connection with this obstruction, when I state that over and over again he declared that in his opinion the Americans were right, that in his opinion the people of St. John and Fredericton had no case whatever, but that these citizens of the United States were doing what they had a right to do in placing these obstructions in the river, I think you will agree with me that the people engaged in the lumbering interests in the city of St. John had reason to be very fearful as to the future when they learn that Mr. Barnhill, who had, in con-nection with that suit, fought for the in-terests of the people of New Brunswick to the best of his ability, had been dismissed from the commission, and Mr. Powell, who had with equal persistency and with equal ability fought for the United States interests, had been appointed to take his place.

Now, Mr. Speaker, I feel that this gov-ernment has acted in an unseemly man-ner, in an unjustifiable manner, in dismiss-ing these gentlemen who had been to all intents and purposes appointed by the late government, whose appointment had received the approval of the Colonial Secretary, who were in every way fit for the satisfac-tory discharge of the important duties which rested upon them, I feel, I say, that the action of the government in dismissing them was unseemly and unjustifiable, The government, in the memorandum which they caused to be sent to the Col-onial Secretary, stated that they wished the commissioners to be in harmony with their policy upon the questions which would

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the appointment of Mr. Powell is concerned, they have taken no pains at all to dis-cover what his past record was, in so far as the interests of Canada are concerned, or if they did so, they must have been informed that his record was quite contrary to the record of a man who would be impartial in so far as the interests of Canada are concerned, or who would be zealous to promote Canada's interests so far at all events, as they relate to the St. John river.

It seems to me a better reason to have given to the Colonial Secretary would have been that there were two distinguished gentlemen who had rendered good service to the Conservative party, Mr. Powell and Mr. Magrath, both of whom were defeated candidates and for whom it was desirable to make places at as early a date as possible and that there was also Mr. Casgrain who had rendered valuable service to the Conservative party. If my right hon. friend and his colleagues, instead of making the pretence that they wanted to get gen-tlemen who were in harmony with the policy of the government in respect to queswould have stated what I have said in respect to the gentlemen whom they were desirous, for personal and political reasons, to have appointed to the commission.

Rt. Hon. R. L. BORDEN (Prime Minis-ter). Mr. Speaker, my hon. friend (Mr. Pugsley) has enlarged at very great length upon the matters which he has brought to the attention of the House and after giving most careful consideration to what he has said, I am bound to say that I can find very little substance in it. Let us look for a moment at what he has said. He declares that the three gentlemen whom he has named, Sir Geo. Gibbons, Mr. Barn-hill and Mr. Geoffrion, were dismissed. I am not aware that they were ever appointed. If they were dismissed then the senators who were recommended for appointment in 1896 and whose appointments were not sanctioned by the Governor General were also dismissed.

Mr. PUGSLEY. The Governor General sanctioned this and recommended it to the colonial secretary.

Mr. BORDEN. Now, my hon. friend is too astute a lawyer not to understand precisely the difference. He knows as well as I do that these appointments had to be made by the King. These gentlemen were recommended for appointment by the King and the recommendation was withdrawn before the King had appointed them. In 1896 half-a-dozen reputable men were recommended for appointment as senators to the Governor General and the recomcome before the commission. In so far as mendation was withdrawn by the succeeding administration before the Governor General had appointed them. If these gentlemen were dismissed, then we had the extraordinary constitutional incident in 1896 of a government dismissing four senators, a freak of the constitution that was never heard of before.

However, we all understand exactly what the situation was in the present case. It is alluded to over and over again in the correspondence. On the 5th September, 1911, Mr. W. H. Walker, acting Under Sec-tary of State for External Affairs, drew the attention of the deputy Minister of Public Works to what I have just mentioned, namely, that these gentlemen were recommended for appointment but that they had not been appointed. On the same day the acting Under Secretary of State for Exter-nal Affairs, drew the Governor General's secretary's attention to it and on the same day the deputy Minister of Public Works alluded to the same fact in a letter which he addressed to the Under Secretary of State for External Affairs. There seems to have been a remarkable and urgent pressure to bring about mese appointments before the old government went out of power. There was a hurrying to and fro and a writ-ing of letters and cablegrams in hot haste from about the beginning of September until the resignation of the late administration. My hon. friend the late Minister of Public Works (Mr. Pugsley) seems to have concerned himself very actively in the matter as the correspondence will show.

Let us look for a moment at the record of his own leader in 1896. Did he regard himself as bound to carry out appointments which had been recommended by the previous administration? I will not go over the hundreds of cases which I could name in which the appointments were not carried out. I will take only some of the important ones: Mr. J. L. Payne, as assistant clerk of the Privy Council, Mr. John T. Mellish as revising officer in Prince Edward Island, Mr. Charles R. Smallwood as revising officer in Prince Edward Island, Hon. A. R. Angers, as sena-tor for Quebec, Mr. George Gooderham, tor for Quebec, Mr. George Goodernam, as senator for Ontario, the hon. Mr. Du-chene, as senator for Quebec, Mr. N. W. White, as senator for Nova Scotia, half-a-dozen other returning officers, Mr. L. J. Burpee, as assistant in the Privy Council office and scores of others. All these gentlemen were recommended to the Gov-ernor General for appointment but when the right hon. leader of the opposition (Sir Wilfrid Laurier) came into power he withdrew the recommendations and appointed others in their stead. Will the hon, member for St. John be good enough to tell me in what respect the action of his own leader in 1896 was different from our action in this case?

Mr. PUGSLEY. As I understand, in 1896, the Governor General had refused to sign the orders for the appointments, the government having been defeated. In the pre-sent case the British government had not refused, but, on the contrary the Colonial Secretary had, in effect, said that they would approve of the appointments and had told the commissioners to proceed to organize.

Mr. BORDEN. I am very glad that my hon. friend has made that answer. Why did the Governor General refuse? In order that the incoming administration might have an opportunity to pronounce upon these appointments. Will he allow that idea to penetrate his consciousness if it can do so? The result was that the in-coming administration then did not see fit to assent to these appointments, did not see fit to concur in them and refused to sanction them when they came into power. They withdrew the recommendations then and they recommended that other men should be appointed in place of the gentlemen whom I have named just now. Does my hon. friend see any distinction? I think not. So, the government, when they came into power, inquired of the Colonial Secretary whether any of these appointments had been made and requested, if they had not been made, that the imperial government would permit us to consider them. We got an answer at once that the imperial government would permit us to consider these recommendations, we did consider them and we withdrew them and made others. It is rather curious, in the light of the events of the past fifteen years, to read some of the remarks long since forgotten, I suppose, made by my right hon. friend the leader of the opposition. On what ground do you suppose he defended his refusal to carry out the recommendations made by the previous administration?

Now, I invite the especial attention of the . House to the statement of the principle which the right hon. gentleman laid down on that occasion. I quote from his speech of the 21st September, 1896:

But there is something more. The hon. gentleman (Sir Chas. Tupper) is strong upon the constitution. I charge here against him and against his party, that in so far as the Senate of Canada is concerned, they have all along for the last eighteen years disregarded the constitution of Canada in the nature of appointments which they made to that branch of the legislature. It was one of that branch of the degislature. It was one of the well understood principles at confedera-tion—and the hon. gentleman referred a moment ago to the debates of the Quebec con-vention—it was one of the well understood principles then, that if the Senate was not elective, and it was to be appointed by the Crown, then both political parties should be equally represented on the floor of the Senate.

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Every one in this House and in this country knows how well my right hon. friend has, during the last fifteen years, carried out the constitutional principle which, on that occasion, he declared Sir Charles Tupper, had violated. In this speech he went on at great length to demonstrate it. Τ will not weary the House with the whole of it, but will merely quote another remark which fell from his lips when he had come to the conclusion that he had proven to a demonstration the constitutional principle I have just mentioned:,

That was the pledge which was taken by all the members who sat at the Table to frame the Confederation reasons. Has the pledge been kept by the hon gentleman (Sir pledge been kept by the hon gentleman (Sir Charles Tupper) and his party? No, for the hon. gentleman and his friends saw to it that the appointments were made to the Senate, but those of their own partisans. The hon gentleman spoke a moment ago of the high character of the Senate. I have nothing to say derogatory of the character of the Senate. Let it be ever so able a body, does the hon gentleman pretend that it has that the hon. gentleman pretend that it has that character of fairness which was expected of it when the Senate was created to be nominative and not elective?

According to the right hon. gentleman, there was a well understood constitutional principle, thoroughly understood at that time of confederation, that appointments to the Senate should be made alternately from one political party and the other, in order that both might be represented equally in the Senate, and that unless that constitutional principle were carried out, one could not expect any degree of fairness in the deliberations of the Senate. There are the two ideas expressed in the plainest possible terms. And I would invite my right hon. friend to say-now if he sees fit-that he has at any time during the past fifteen years, maintained for one single hour of any day the constitutional principle for which he stood on the 21st September, 1896.

Now, let us proceed a little further. My hon. friend from St. John, has spoken of the despatch which was addresed to Mr. Harcourt, the Colonial Secretary, when the order in council was forwarded. It is perfectly well known, I think, to every member of this House, who has investi-gated the subject at all, that Sir George Gibbons at the time of the application of the Aluminium Company of Americathough I do not know that application was made in that name to the International Waterways Commission-seemed to be very favourably disposed toward the views of those who were pressing that applica-tion upon him. This is not my own idea alone, it is the idea entertained by the press of the country, and it was re-garded as a pretty open secret that Sir formed an entirely different opinion with

Mr. PUGSLEY. There was no ground whatever for that. Mr. BORDEN. Perhaps not. But I say

George Gibbons and his colleagues were

perfectly ready to make a report in favour

of that application; and it was-

it was so understood. I have a pamphlet here, by a gentleman in Montreal and published in one of the leading periodicals in the country, which sets out some of the conversations that took place during the hearing-

Mr. PUGSLEY. Will the right hon. gentleman give the name of the gentleman who wrote it?

Mr. BORDEN. It is signed 'A Canadian.' I think it was sent to me by Mr. Reford, of Montreal, but I am not sure of that. However, the extracts are given from the evidence, and they speak for themselves. For example:

In opposition to the protest that, in the absence of plans of what was proposed, it was impossible to express any opinion, the deputations were reminded by the Chairman that a year previously he 'was very strong in pressing the suggestion that they should appoint engineers, and that he had obtained the consent of the government to pay the expenses of such experts out of the public funds.

Also:

The Chairman was resolute to confine the discussion to one point: whether the works were feasible and practicable under any plan without interference with navigation; though he did promise that at a later date 'the public would be taken into their con-fidence.'

And further:

When Mr. White secretary of the Canadian Commission of Conservation, communicated a memo which represented the unanimous opinion of the commission, with the objections to the scheme summarized under eleven heads, the chairman made the oracular retort 'it is very much easier giving judgment when you do not know the facts.'

I can assure my hon. friend the former Minister of Public Works (Mr. Pugsley), that the Chairman of the Canadian Commission of Conservation was thoroughly of the opinion that the Chairman of the In-ternational Deep Waterways Commission, Sir George Gibbons, was disposed to favour, and did favour, the granting of the application made before them on that occasion.

Mr. PUGSLEY. If the right hon. gentleman (Mr. Borden), will allow me. I had the reports of the hearings of the commission submitted from time to time. The Minister of Public Works (Mr. Monk), will find these reports in his department.

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regard to Sir George Gibbons. He seemed to desire that everybody should have an opportunity to be heard; he never expressed any opinion as to the merits, but wanted everybody to be understood.

Mr. BORDEN. I have not had the opportunity of discussing that matter with Sir George Gibbons, but it is pretty well understood by persons with whom I have discussed the subject that the disposition of that tribunal at that time was entirely favourable to that disposal. In fact, I feel quite sure that the Chairman of that commission was quite as favourable to the proposal as my hon. friend from St. John (Mr. Pugsley), seemed to be when that proposition was discussed in the House on more than one occasion.

Mr. PUGSLEY. The hon. member for St. John (Mr. Pugsley) gave no evidence.

Mr. BORDEN. I do not know what the hon. gentleman calls 'evidence.' He seemed to take a very pronounced interest in favour of legislation without which it would be impossible to carry out that scheme.

My hon. friend assumes that the British government had made some inquiry as to our reasons. He is mistaken in that respect. They made no inquiry as to the reasons, and the statement of reasons contained in the despatch to which he has alluded was made without any request on their part.

Then he comes to what I imagine he regards as the most important part of his address, and declares that the appointment of Mr. H. A. Powell was an improper appointment. He finds no fault with Mr. Powell's ability, but considers that gentleman's professional connection with some persons in the United States who were interested in the St. John river. made it impossible that he could be impartial in his consideration of matters that might come before him as a member of the International Joint Commission, and that he could not be expected to adequately protect the interests of Canada.

The hon. gentleman makes allusion also to Mr. Powell as a defeated candidate. Well, Mr. Powell was defeated in the last election by my hon. friend by a very small majority. My hon. friend was running as a Cabinet minister at that time, with the government in power behind him; but if my hon. friend will open up the constituency of St. John to-morrow, and if Mr. Powell will context it with him, I venture to say that Mr. Powell will defeat him by at least a thousand votes.

Mr. PUGSLEY. I would not be adverse to it.

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Mr. BORDEN. It is perfectly open to my hon. friend to do what he desires to do in that regard.

Mr. PUGSLEY. The recent experience of my hon. friend in South Renfrew is not so pleasant.

Mr. BORDEN. My hon. friend is perfectly welcome to take what consolation he can from the result in South Renfrew. The majority of the Liberal candidate in the last election was, I think, a third of what it was in the general election.

Sir WILFRID LAURIER. The administration has poisoned it.

Mr. BORDEN. I think my right hon. friend is mistaken. I am sure that every one of us on this side of the House is gratified at the result in one respect, that whereas in the early part of the session his disposition seemed warped and morose, it has been somewhat improved by the small ray of hope that came to him on that occasion.

Mr. PUGSLEY. We are all feeling good.

Mr. BORDEN. I am glad that the hon. gentleman relieved his feelings this morning to the extent of saying in one hour what he might have said in a much shorter time. Now, the report has gone out to the press that Mr. H. A. Powell had been retained by the United States government.

Mr. PUGSLEY. No, I said by the American interests which had built the lumber mill and sorting works at Van Buren.

Mr. BORDEN. I desire to say that Mr. Powell never acted for the United States government on that occasion, with regard to that or any other matter. Let us clear that away in the first instance. But even if he had acted for the United States government on some previous occasion, no man who knows the practice of the profession and understand's the traditions of the bar would say that that would unfit Mr. Powell from acting on the commission. I can recollect that when the Fishery Commission sat in Halifax in 1887, the Hon. John S. D. Thompson acted for the United States government. It was necessary for them to have some local counsel, and he was retained as such. Suppose this gov-ernment were engaged in litigation requiring the employment of United States counsel, would not members of the bar of the United States accept retainers from this government? Does not my hon. friend know that Sir John Thompson, in 1890 or 1892, took action before the Supreme Court of the United States upon the right of the United States government to seize Canadian vessels in the Behring sea, and that some of the very ablest and most reputable men at

the bar of the United States acted for the Canadian government on that occasion? Does he regard it as a discredit to any member of the bar of this country that he should act for a citizen of the United States or for the United States government if they required the services of a professional man in this country? I would hope that no hon. member of this House would be influenced by any such suggestion.

Mr. PUGSLEY. My hon. friend misunderstands me. I made no complaint against Mr. Powell for acting for United States interests, but what I said was that as commissioner he will have to deal with the very questions with which he was dealing as counsel for the American citizens.

Mr. BORDEN. I am glad my hon. friend has made his position clear in that re-gard. Let us see what there is in all this story about Mr. Powell. There were two lumber companies operating on the St. John river, one American, incorporated in the United States, the other Canadian, incor-porated in Canada. One had as its shareholders American citizens alone; the other had as its shareholders both Canadian and American citizens. These companies were driving logs on the St. John river, and lum-bermen in and around the City of St. John had some controversy with them as to the sheer booms to which my hon. friend has referred. Mr. Powell was retained by the St. John Lumber Company to protect their rights in respect of their claim to sort their logs, as they came down the river, from the general drive, in order that they might saw them at their convenience. A suit was entered in the courts, and afterwards, while that suit was pending, the whole question was referred to the commission appointed by the late administration and by the government of the United States. There were two men appointed by the gov-ernment of the United States and two by the Canadian government. The by the Canadian government. The gentleman appointed by the Canadian government were Mr. Barnhill and Mr. Keith. The whole question, as I understand, then came before that commission. Mr. Powell ceased to act. On two occasions I think he appeared before the commission, but took no part in the discussion, and has not done so from that time up to the present. Mr. Powell, at the time he accepted his present commission, was not acting for the St. John River Lumber Company. Mr. Powell thoroughly understood that the questions which were being adjudicated before the courts could never come before him. If they ever did, he could take the position that, having had some connection with them, he would step to one side and let those matters be adjudicated by the other commissioners,

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just as a judge on the bench, when any matter comes before him with which he has been previously connected, would not take any part in its consideration. But, as a matter of fact, I presume it goes without saying, that every question that arose in that controversy would be settled by these four gentlemen who were appointed, two by the government of the United States and two by the government of Canada.

Mr. PUGSLEY. They have absolutely no power to settle the question at all.

Mr. BORDEN. My hon. friend surely understands what I mean. These men have to inquire and report, and the government of Canada and the government of the United States would doubtless be able to come to a conclusion in the matter upon their report, but if they did not, Mr. Powell would have no further connection with the controversy in any way. There-fore, it seems to me that every considera-ation which my hon. friend has put for-ward falls to the ground so far as Mr. Powell is concerned. I would like to say just a word about the gentlemen whose appointment my hon, friend is disposed to criticise. They are all men of high standing in their several professions. Two of them are members of the bar. One of these is Thomas Chase Casgrain, a very prominent member of the bar of Quebec, at one time Attorney General of the province, for some years a member of the legislature, for four years a member of this parliament, a man of the highest standing and capacity, a man looked up to in his profession, a man in whom the people of this country can have perfect confidence as one of these cominissioners.

Then there is Mr. C. A. Magrath, a gentleman who has perhaps devoted more study and more consideration to questions which are likely to come before this commission than any other man in Canada, outside of the purely technical officers of the Department of Marine and Fisheries. Mr. Magrath's appointment will, I am sure, commend itself to every hon. gentleman in this House who has had the privilege of knowing him. I have not the slightest doubt that his services to this country as a member of that commission will be eminent, and the longer he remains upon that commission acting in the capacity to which we have appointed him, the more thoroughly will the people of Canada learn to appreciate his ability and his work. So far as Mr. Powell is concerned, my hon. friend the member for St. John knows his professional standing. It is not out of place for me perhaps to say that I do not think it is inferior to that of any other member of the Bar in the province of New Brunswick.

# Mr. PUGSLEY. I admit that.

Mr. BORDEN. We all know that the Bar of New Brunswick stands very high in that respect, and we all know that that Bar has contributed to the Bench of this country-to the Bench of the Supreme Court of Canada and the Bench of the province of New Brunswick-very many eminent men, and that at the present time it is quite up to the standing and reputation of the past. Among the members of that Bar Mr. Powell stands inferior to none. and his character, his reputation for sincerity, for honesty, for singleness of purpose, for devotion to the interest of his clients, for everything that stands for the credit of any member of the Bar is not to be questioned. I can say that the appointment of Mr. Powell by the present administration, is an appointment of which I am personally proud, and I was very glad indeed to make it because of my association with him during the first four years when I had the honour to be a member of this parliament, and when I was brought into touch with Mr. Powell more than with any other member of this House at that time. My hon, friend (Mr. Pugsley) alludes to some alarm that he says is entertained by the lumbermen of St. John with regard to Mr. Powell's appointment. I have not heard of any such alarm from any person other than my hon. friend, and if he will permit me to say so, I am not disposed to regard that alarm as existing in the bosom of any person other than himself. I think that the people of the province of New Brunswick have absolute confidence not only in Mr. Powell's capacity but in his earnestness, in his honesty, and in his ability to protect the interests of Canada. Therefore, Mr. Speaker, I am bound to assure my hon. friend from St. John, so far as this administration is concerned, we do not think we have made any mistake either in withdrawing the recommendations of the late government or in making those of which the House has already been informed. The three gentlemen who have been appointed to represent Canada upon the International Joint Commission are gentlemen worthy of the people and of the country that they do represent, and I venture to say that they will be found of equal ability and equal worth with the three able gentle-men who have been appointed by the government of the United States to represent that country upon that commission.

WILFRID LAURIER. My hon. Sir friend in the course of his remarks was kind enough to refer to me in terms for which I certainly feel very duly grateful.

look far more cheerful and less morosethan I did at the opening of the session. I was not conscious of that, but I see no reason why, at the end of the session, I should not feel far less morose and more cheerful than I was when the session opened. But my hon, friend put it altogether too mildly. It would have been sufficient for him to say that I feel more cheerful at the end of the session than I have felt at the beginning. At the present time, looking back over the session, I could say that I feel my bosom swelling with pride. And why? Because, Sir, during the course of this session, which has lasted for some four or five months, whenever my hon, friend was in a tight place, whenever he was called upon to answer for something for which he had no better answer, and in fact no answer at all to give, he always took refuge in my poor humble self. On such occasions he always stated: 'The hon. gentleman on the other side of the House did the very same thing, I follow in the path of my hon. friend opposite.' That is what he stated time and again; and if you were to eliminate from the speeches of my hon. friend the references which he made to myself to justify his course there would not be very much left in his speeches, if indeed there was anything at all. My hon. friend has not been very happy in his illustrations on the present occasion. It certainly was very far-fetched for him to compare the action which he took, as to which he has been taken to task by my hon. friend sitting by my side (Mr. Pugsley) with the Senate appointments in 1896. In 1896 the government of Sir Charles Tupper, after it had been defeated at the polls, took upon itself to make certain recommendations for appointments to the Senate. What were those appointments? One was, that of Mr. Desjardins, who had been a senator before the election and who resigned his seat to contest a constituency, but was defeated. Another was that of Mr. Angers, who also was a member of the Senate previous to the election, but resigned his seat to contest a constituency, and was rejected by the people. These were the gentlemen who were recommended again for appointment to the Senate. The Governor, under such circumstances, refused to take the advice of his ministers and very properly so. The cases are not at all parallel. What do we find on the present occasion? A treaty has been con-cluded between the United States and Canada for the regulation of the Interna-tional boundary waters, and a tribunal has been established composed of three members upon one side, and three mem-He was kind enough to say that as we bers upon the other. On the British side came to the end of the session, as we are almost within the sound of prorogation, I King, on the recommendation of the Gov-

ernor in Council, of the Dominion of Canada. On the 14th of August the commissioners were recommended to His Majesty the King. This is one of those matters upon which the King has no discretion; he is not bound to take the advice of the government of the Dominion. The Dominion government was within its rights in making the suggestion which it did make, and if the appointments did not take place immediately, it was simply on account of the red tape which occurs on such occasions.

Mr. BORDEN. Was the King bound to adopt the advice tendered to him?

Sir WILFRID LAURIER. I do say, Sir, that the King is bound to accept that advice, unless he chooses to say the advice is not good and takes issue with his ad-visers. The advisers of the King in Can-ada are the same as the advisers of the King in England, and when the advisers of the King of Canada say to the King that he should appoint so and so, and so and so, I take it that it is the constitutional duty of the King to accept that advice, unless he is prepared to take the usual consequences in such matters. Therefore, I say, the King was bound to take that advice, there can be no question as to that; and if the appointment was not made, it was not because the King objected, but simply because the usual delays occurred. When my hon. friend came into office, the appointment had not actually been made, but for all that matters, as has been well stated by my hon. friend beside me, the appointments were regularly made at that time. True, the signatures had not been affixed but that is about all that remained to be done. Under such circumstances, my hon. friend simply took upon himself to dis-miss the commission which had been regularly appointed. My hon. friend stated a moment ago, that the character of the men whom he appointed was above reproach. I have nothing to say against that.

Mr. Powell is an able lawyer and I am ready to join in the tribute paid to him by my right hon. friend. He is an able member of the bar in New Brunswick. But I would point out this to my right hon. friend and will leave the matter to his own judgment: No one finds fault with Mr. Powell for having accepted the brief of the American gentlemen who were interested in the question of the waters of the St. John river; it was part of his duty as a member of the bar to give his advice to those who sought it; that is not the point made against Mr. Powell by my hon. friend from St. John; the point made is that

Sir WILFRID LAURIER.

whether American or Canadian, is debarred from sitting on the commission to which he is appointed. There would be strong objection, if the case were to go to a court of justice, and the question arises whether Mr. Powell will not be obliged himself to refuse to act under the circumstances in which he is placed. This does not deprive him of his ability. But the etiquette of the profession-yes, not only the etiquette but the authority of the profession could not be maintained if this is not recognized. Mr. Casgrain also is an able man and will be a credit to the commission. The same thing is to be said of Mr. Magrath who was a member of this House in the last parliament and who is respected by everybody. But I say to my right hon. friend that the men whom he has selected are in no way superior to the men whom he has displaced. Sir Geo. Gibbons, Mr. Geoffrion and Mr. Barnhill are in every respect as well qualified to act and to represent Canada as the present members of the commission. So far as there is anything to say on one side in preference to the other, the commission which has been displaced is better able to deal with the matter coming before them than the gentlemen who have just been appointed. One reason is that Sir Geo. Gibbons is the leading authority in the matters with which they have to deal. He was Chairman and Canadian representative in the commission which sat for some years on the question of boundary waters, and held that position I believe, to the satis-faction of everybody. The right hon. gen-tleman (Mr. Borden) has no right to speak of Sir George Gibbons as he did when he implied that he had given an opinion on the question of the Long Sault dam. The very quotation which the right hon. gen-tleman made showed that the only thing Sir George Gibbons wanted was to have information upon the question whether or not the building of works upon the river would affect navigation. We had that ques-tion debated the session before last and last session almost ad nauseam, and the one question that came before the House was as to whether or not the projected works of the aluminium company would interfere with navigation. It seemed to be the belief of the House that such works would interfere with navigation, and the project was not viewed with favour. But Sir George Gibbons took the proper course of not listening to sentiment or to tendered information on one side or on the other, but referred the question to engineers. And I think that every one who has considered the matter will agree with him. What is the reason my right hon. friend has advised the dismissal of the Mr. Powell, having accepted the position former commission and the appointment of of counsel from one party in the case, the present commission—for, whether the

appointment had been consummated or not, practically the men appointed by the late government have been dismissed by the present government. The reason given for the withdrawal of the order in council of the 11th August was that the new government desired the appointment of commissioners who would be in sympathy with their policy with respect to matters which come before the commission for would consideration. If this means anything, it means that these commissioners, in the opinion of the government, should be partisans. I take direct issue with that view of the case. The commissioners appointed have nothing to do with the policy of this government; the duties they have to discharge are quasi-judicial, if not absolutely judicial. The tribunal has been appointed to prevent the diversion of the waters of the St. Lawrence, the St. John and other international rivers and to protect the rights of Canadians. Water has become so valuable that it is to the interest of one side or the other to divert its course, and the object of appointing the commission is to prevent this being done. That duty is most important and must command the best judgment of the people of Canada. No water can be diverted except to works authorized by the commission. The commission is composed of six members, three appointed by the government of Canada and three by the government of the United States; and if these fail to agree the seventh is appointed by the Hague Tribunal. This shows that the character of the commission is altogether judicial. So, my right hon. friend should not have dismissed that commission on the grounds that he has given; and the manner in which he has taken this action conveys the im-pression, not only to the British government but to the American government also, that the idea is that these commissioners are to be partisans, whereas the idea that should go abroad is that these men are not partisans. I think that the indictment of my hon. friend from St. John (Mr. Pugsley) has not been answered by the right hon. leader of the government (Mr. Borden).

Mr. MONK. I do not wish to prolong this discussion, but, as being concerned with the department that has had something to do with this matter, I do not like to allow the statement of my right hon. friend the leader of the opposition (Sir Wilfrid Laurier) to pass absolutely unchallenged or without one or two observations. It seems to me that, considering the stage of the session, we have taken a very inopportune time to discuss a matter which, I must say frankly, I think is far clearer than my hon. friend the ex-minister of Public Works (Mr. Pugsley) has endeavoured to represent it to be. There

are only one or two points I would endeavour to emphasize. One is this: That, although my hon. friend has on one or two occasions, used the word 'dismissal' as referring to the suggestion to the Imperial government, regarding the commission, it must be perfectly clear to any person who knows anything of the matter, that there has been no dismissal whatever, and if there is anybody to blame in this matter-although hon. members opposite have endeavoured to obscure that view-the blame would rest upon the British government, and there is no blame that anybody can possibly suggest in that act of that government. There were suggestions and these suggestions were not acted upon; and when this government came into power, it took the trouble to inquire whether it was still time for it to make suggestions. Where is there to be found in this, any element of 'dismissal,' or anything in the nature of cancellation? A suggestion had been made by the moribund government. That suggestion was not disturbed. But a fresh suggestion was made by the incoming And it seems to me with government. absolute propriety-the British government adopted the suggestion of these men, who were fresh from the people, who had received the approbation of the people. So, it seems to me an endeavour to mislead public opinion to speak of the 'dismissal'

of these commissioners. There was no dismissal. We were informed that our suggestions would be received and acted upon, and upon that in-timation we made the suggestion. Now I wish to take absolute exception to the position taken up by my right hon. friend the leader of the opposition, when he says that this is an exclusively judicial position. It has a judicial character, undoubtedly. It would be absurd to pretend that these three commissioners, who are not exclusively and absolutely judges, should not be in perfect harmony with the government, because they must be in frequent, almost daily, communication with the government whom they represent. That is my conten-They will require information at tion. every moment from the officers of the government, they require assistance from the government, they require to get informa-tion and advice from the ministers of the different departments. It therefore seems altogether reasonable that they should be men who have always had the confidence of, and been in political intimacy with, the government whom they are serving. That does not at all mean that the relations between the government and this body of men should be of a political nature in the wrong sense of the word. It means that, for the efficient discharge of their functions, they require to be men who have the confidence of the government in power.

always provided of course, that they have all the high qualifications which are needed in that position. I am glad to see that in that respect there is an admission on both sides of the House, in which I heartily concur, because I know these gentlemen personally. But I say it was essential to the proper fulfilment of their functions that they should be men enjoying the general confidence of the administration, in order that they might more thoroughly and easily discharge the important duties confided to them. To sum up, there was an opportunity for the incoming government fairly and openly to make a suggestion as to the men whom it considered best qualified under the circumstances to fulfil those duties of this commission. The matter was absolutely open. There was no dismissal, there was no reflection or sug-gestion that we were not exercising an absolute right, because in the regular course of things we were entitled to make that suggestion. As to the nature of the mission confided to these gentlemen, it is in a high degree a judicial mission, but it it not exclusively judicial. They have a representative character, they must keep in constant communication with the gov-ernment that has constituted them, and it seems to me a proper principle to lay down that they should be men possessing the intimate confidence of the government.

Mr. LEMIEUX. Like the day labourers in the Public Works Department whom the minister dismissed.

Mr. MONK. Well, I understand the bitterness of my hon. friend. I thought at first I had inadvertently done something particularly grievous to my hon. friend, but I am satisfied to-day, because I see that his bitterness extends to every other member of the government.

# REVIEW OF THE FINANCIAL SITUATION.

Mr. MACLEAN (Halifax). Mr. Speaker, it has been the practice in this parliament, in recent sessions at least, that towards the close of the session the opposition should engage in a review of the administrative record of the government party during the session; and we propose now, in the closing hours of this session, to avail ourselves of the opportunity of a brief discussion of some aspects of our national affairs. While my remarks this afternoon will have special reference to the financial matters, I shall emphasize particularly the point, that the present government have failed to live up to their promises and professions of the past respecting financial matters particularly, but also in relation unto other matters. I trust the Minister of Finance will pardon me if I digress for a mo-ment or two to refer briefly to matters

Mr. MONK.

which are not strictly referable to his department. I am sure he will thank me for a brief reference to some matters which perhaps do not come directly under his review. It is true, that in many things besides matters of finance, the present government have lamentably failed to live up to the promises they made when they sat on this side of the House. Now, my hon. friend the Minister of Fin

ance, when entering the Cabinet, made the public statement-and it was a proper expression of course for him to use-that he entered by the front door. I have often wondered since whether, as a matter of fact, there was a Cabinet mansion in existence at all at that time. One would think that the whole structure, and even the foundations themselves had been carried away. But at any rate, there was a front door, and I suppose the federal treasury was located somewhere near the front door, where the Minister of Finance has been located ever since, besieged in his office by the attacks of his friends. A statement was once made by the late Hon. Alexander Mackenzie, when Prime Minister of this country, in which he spoke feelingly of the trouble he had in protecting \$22,000,000 of revenue. I wonder how severe the siege has been for the present Minister of Finance to protect from his friends, who are more numerous and more aggressive than they were in days gone by, a revenue of \$140,000,000. When the story is told of the attacks upon the financial fort of this country in the year 1912-13, whether it is told in biography or autobiography, the state-ment made by the late Alexander Mac-kenzie will appear very mild and very mellow as compared with the loud and stirring laments which will come from the present Minister of Finance as to the raids made upon the Dominion treasury during his incumbency of the office up to the present time.

However, I would like my hon. friend the minister to believe that we have sympathy for him and that while he did not circumvent all the invaders, particularly his followers in this House, yet, according to the press, we have learned that at times he stood with his back to the wall and for this, I am sure, that hon, gentlemen on this side of the House and the country generally will thank him. I gather this from the press comments to the effect that the Minister of Finance and the Minister of Trade and Commerce had considerable difficulty in resisting the aggressions upon the treasury of their colleagues, particularly the Postmaster General. But now that the session is drawing to a close I am sure that the Minister of Finance will find a respite, and, for a few moments, I would like him to accompany me to the back

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rooms of the Cabinet mansion, even if we have to enter by the back door so that we may observe a few things which perhaps may be new to him. If we make this excursion we may come in contact with the records, the gospel, the pledges and promises of the government party by the score somewhere in the cabinet mansion to be consigned to the junk heap or the party morgue-I do not know how they label that particular room. However, it will be an interesting trip particularly to a new mem-ber of the government, it will be suggestive and it will lead one into a reminiscent mood. I suppose one of the first promises or pledges which the government undertook to carry out was that of Senate reform and I have no doubt that as the Minister of Finance accompanies me through the junk room in the cabinet mansion this policy of Senate reform will be found, will catch his alert and watchful eye, be-cause the first effort of the present government to reform the Senate synchron-ized with the appointment of our late friend, Mr. Geo. Taylor, to a place in the Upper Chamber. I believe that every hon. gentleman in this House is very much pleased indeed to know of the appointment of Mr. Taylor. It has been very agreeable indeed to see his pleasant face in the corridors of this building since his appointment. I have seen no evidence of lachrymose tendencies on the part of that gentleman, over the inefficacy and inefficiency of the Senate. Others have gone to the Senate, and you can never tell who will be next. There are many gentlemen waiting to be called and as twilight descends upon this section at the writer is shown to be this session, as the curtain is about to be rung down and as we look across the floor of this House we see the faces of many whom we shall never see again in this Chamber. Before we meet again the Senate, judicial places, or other positions, will have claimed a great many of them and when on Monday this parliament finally prorogues there will be some to whom we will say au revoir, but there will be many to whom we will say good-bye. I wonder if the hon. gentlemen opposite will protest publicly or privately, as they did when in opposition, against the appointment of members of parliament to places in the Senate or to other positions. In days gone by if a Liberal member of parliament received a promotion of this character his name was immediately entered upon that list which always appeared in the political handbook of the government party recording the name of every Liberal member of parliament and every Liberal candidate who was ever honoured with any sort of appointment by his party.

past. Surely they have not appointed any commissioners to conduct inquiries into public affairs: If there was one thing which they, in and out of season, most vehemently protested against it was that, but we find that they have appointed many com-missioners for one purpose or another. The answer to a question given the other day shows that there recently have been appointed forty persons who are to-day conducting public inquiries which necessitate a large expenditure of money, and for which in the main no good public service will be rendered to the country. As far as I know every person appointed upon these commissions was a pronounced and active Conservative. Hon, gentlemen opposite in the past always firmly protested against the appointment of party friends upon commissions to conduct investi-gations into public affairs. They also gations into public affairs. They also protested against the delegation of administrative powers and our friends in this respect have also violated that pledge because one of the earliest Bills they introduced during this session of parliament was a Bill to create a tariff commission to which commission they purpose delegating very considerable powers. Again, Mr. Speaker, how often have we

heard hon. gentlemen opposite complain about the appointment of judges upon commissions to investigate public matters? Casually I discovered just yesterday that you, yourself, Mr. Speaker, some few years ago, protested against the appointment of judges for such a purpose. Members of the government party, for instance, some years ago protested against the appoint-ment of two Ontario judges to conduct an inquiry into the so-called Gamey charges. attain the Treasury Benches, forget their promises and pledges. Only recently a prominent justice of the Superior Court of Ontario, Sir William Meredith, was appointed a commissioner to conduct an in-quiry into the Farmers' Bank, an inquiry which I said speaking a few days ago, was both useless and mischievous.

Mr. MORPHY. What authority has the hon. gentleman for stating that the Royal Commission of inquiry entrusted to Chief Justice Meredith regarding the Farmers' Bank is both mischievous and useless?

Mr. MACLEAN (Halifax). I do not propose to engage in a prolonged discussion of that point.

Mr. MORPHY. I do not wish to discuss it, but I would like an answer to the question.

Let us see if in other respects the govern-ment party have failed to live up to the many promises which they made in the useless and mischievous, I believe the maj-

ority of hon. gentlemen on both sides of this House will agree that the commission can only make inquiry into a matter which has been heard on two, and perhaps three, occasions in the courts of the province of Ontario, and the whole question involved in the failure of the Farmers' Bank is not the improper granting of a license to begin banking operations, but the real and substantial question is, whether it was obtained improperly or not. Now, I was remarking, when the hon. gentleman interrupted me, that we hear no protest to-day from the Conservative side, respecting the appointment of judges upon commission. If they do protest the protests do not reach the ears of hon. gentlemen upon this side.

Let me mention another fact which illustrates the great contrast between the reticence of to-day and the voluble protests of a few months ago, by the Conservative party in connection with the Ross rifle contract. Whether the Ross rifle socalled, is an efficient army weapon or not, I am not going to discuss this afternoon. I just wish to remind hon. gentlemen of the fact that when they occupied seats upon this side of the House, they repeatedly and earnestly protested against the purchase of this weapon by the Militia Department, and the electors of Canada were asked to censure the government. Where are the opponents of the Ross rifle to-day? We have heard no word from them during the present session, they have been as dumb as the mummies in the tombs of the Pharoahs, and the whole thing is apparently a victory for the Minister of Militia who always believed in the I see the member for Peel Ross rifle. (Mr. Blain) happy and smiling like a harvest moon. He very vociferously and vehemently protested against the Ross rifle some sessions ago, but he has been perfectly dumb this session up to now. I can only ask, is the Ross rifle any worse or any better to-day than it was years ago?

I wish to refer now to matters which are strictly referable to the Finance De-We all remember that when partment. hon. gentlemen opposite occupied seats on this side they protested vigorously about the yearly increasing expendi-tures made by the government. We were told that the taxpayers of Canada were being bled white, that the poor taxpayers were being crushed to earth with the intolerable burdens of taxation and expenditure placed on their shoulders by the Liberal government. It is only natural now that we should ask are these expenditures decreasing, and is taxation decreasing? The fact of the matter, Mr. Speaker, is that expenditures during the short time the present government have country would pay no attention, as inter-pccupied the Treasury Benches have not est in such things at so late a date in the

Mr. MACLEAN (Halifax).

decreased, but have increased at a very rapid and alarming rate.

I cannot help expressing my regret at the delay in placing the supplementary estimates before parliament. It was found very difficult during the last few days to carefully study such estimates. For instance, in connection with the supplementary estimates which have reference to the province of British Columbia, it is to be remembered that there is not one single member from that province sit-ting upon this side of the House. One can, therefore, readily understand how impossible the task would be for the present opposition, to discuss the supplementary estimates so far as they refer to the province of British Columbia. It may be interesting to give the House the benefit of the views of the Conservative ago. In 1896 the present Minister of Trade and Commerce asked Mr. Fielding if he proposed bringing down during that session any supplementary estimates, and the following dialogue took place. Mr. Field-ing said he intended to bring them down at a very early day. Mr. Foster then replied:

If the hon. gentleman will follow my example, for the last few years, he will not bring any supplementaries at all.

In that respect, at least, the government party of to-day are not emulating the example of the Minister of Trade and Commerce, if it be a fact that for a few years prior to 1896 he brought down no supplementary estimates.

Mr. LEMIEUX. He had no money.

Mr. MACLEAN (Halifax). But the Minister of Trade and Commerce said something more interesting still. In 1899 he in-quired of the then Minister of Finance when further supplementaries were to be brought down, and in putting this ques-tion to the Minister of Finance he made the following remarks, which to-day appear rather amusing:

It is stated outside by the press, which is supposed to know the inside, that there are estimates to the amount of seven million dollars coming down. Members are really leaving for home and it is somewhat of an imposition to have a large amount of supplementary estimates kept until this time of the session when it is perfectly impossible to give them any fair consideration by the House as a whole.

Then the Minister of Trade and Commerce bitterly complained of the fact that the supplementary estimates were brought down within a week or so of prorogation. He claimed that, even though they under-took to discuss them, the people of the country would pay no attention, as inter-est in such things of a solution. session was lost by the people, and he ended by moving the following resolution:

This House desires to enter its earnest protest against the action of the government in keeping back until the closing hours of the session estimates amounting to nearly fourteen millions, one-sixth of the total for the year, 'and thus precluding any fair and effectual criticism with respect to the proposed public expenditure, and continuing a practice highly prejudicial to the public interest.'

This criticism, offered a few years ago, seems to be quite appropriate to-day. However, I do not wish to criticise severely the Minister of Finance for the delay in bringing down the supplementary esti-mates this session, because I think we all realize that, considering the short time that he has occupied office, he has laboured under somewhat adverse circumstances. Now, let us look for a moment at the

contemplated expenditures for the financial year ending March 31, 1913. Accord-ing to the statement made by the Minister of Finance in delivering his budget a few weeks ago, the total amount of consolidated fund expenditure and capital expenditure for the year ending to-day was \$136,000,000, which was an estimated amount. Now, let us compare that with the authorized and probable expenditure in the next ensuing financial year:

Amount Voted for Authorized Expenditure, 1912-13.

Consolidated fund (main supplementary.. .. .. .. .. .. \$117,989,831 75

Total.. .. .. \$169,397,727 48 Additional Expenditure Authorized by Statute and not Voted in Estimates. Bounties estimated \$1.500.000 00

00

Total authorized expenditure. \$178,692,978 00 Railway and bridge, subsidies

voted .. .. .. .. .. .. .. . 21.648.000 00

Total authorized expenditures. \$200,340,705 48 There is in addition indirect liabilities assumed by way of guarantees of railway bonds amounting to over \$5,000,000.00.

The expenditure for the year 1911-12 on consolidated fund account and capital account was \$139,000,000, while the authorized expenditure for the next fiscal year

is \$200,000,000, a considerable of which will not be actually expended. I ask you, Mr. Speaker, and hon. gentlemen opposite if this sounds like a performance of their promise in the past, to reduce the public expenditure?

Are we likely to have from hon. gentlemen opposite any strong protest against this very substantial increase?

Now, this proposed expenditure may be a very serious matter. I predict that at the end of the next fiscal year the Minister of Finance will announce to pariiament a very substantial increase in the public debt of this country. It is possible also, though I trust it will not come true, that owing to the disturbance in financial conditions in Great Britain, the revenue of Canada may suffer to some extent. Let me remind hon. gentlemen of this further fact, that in the manifesto directed to the people of this country by the Prime Minister in the recent election, he stated in effect that the public expenditures of this country were so large that the fact was prima facie evidence of maladministration of financial affairs.

Let me revert for a moment to a statement made by the present Minister of Trade and Commerce some years ago respecting public expenditure. I find that if one wants any strong indictment of a government for public expenditures or anything else respecting its financial operations, he merely has to look at the speeches of the present Minister of Trade and Commerce and he will find sufficient evidence in writing to convict any Finance Minister or any government. Referring to the amount of the expenditures in 1911, he spoke as follows:

Now that is a statement which I think ought to make even ministers thoughtful; it ought to make every good citizen who believes in economical administration thoughtful. But when you take into consideration with that the increase of the expenditures in every other department, brought up last year to \$127,000,000, whereas in 1896 it was about \$41,-000,000. These things all put together, I think, ought to give pause to the business people of this country, and to every good citizen and at least ought to set him thinking.

Well, if \$127,000,000 ought to make good citizens think, what will \$200,000,000 make good citizens do? After giving a table of increases by departments, the hon. gentleman continued, as follows:

-take into account the necessary increase owing to increased business, take into account the increased salaries which came into yogue in 1908, take into account the progress of the country, and when you have all that there still is a mighty big margin of, I believe, 'absolutely unnecessary' and wasteful ex-penditure which is taking place under the shadow of this parliament on the Hill at Ottawa.

Well, if there were some absolutely unnecessary expenditures in an amount of \$127,000,000, I leave it to the Minister of Finance to figure out how much absolu-tely unnecessary and wasteful expendi-ture there is involved in an estimated expenditure of \$200,000,000.

I wish to refer briefly to the expenditures of several of the departments of the public service and the large increase in the cost of civil government. In 1911-12 the amount voted for civil government was \$5,223,000. For 1912-13 it is to be \$5,535,000. an increase of \$301,948 for civil government. Civil government charges, of course, refer entirely to salaries paid to officials in the different departments and payments for contingencies in the same departments. I must again refer to the Minister of Trade and Commerce, in order to ascertain the view of the government party when they were in opposition in regard to the cost of civil government. When the Civil Service Act was passed, that hon. gentleman spoke as follows:

The object of this Bill is to produce efficiency. And there is this other point in this connection. I have a very abiding conviction that the civil service to-day is over-mannedhow far I am not going to say; but I believe that in most of the departments there are more than are necessary to do the work. You have men there who do not do one solid day's work, I was going to say from the month's beginning to the month's ending. You find men there who are making the service a resting or roosting place. They have been put there and are kept there, and are doing as little as possible to get a living by the sweat of their brow or the work of their hands. If you want efficiency, is it not an absurd pell-mell rule of some kind, just to put these men au-tomatically and mechanically into this new improved civil service without putting them through the sieve at all?

The view expressed by the Minister of Trade and Commerce was certainly not very favourable to the members of the civil service, and I do not wish to express that opinion. I refer to it now merely to call the attention of the House and of the public, to the fact that since hon. gentlemen have occupied the Treasury Benches, they have added a great number of the civil service of this country, and if the objections hurled at the administration only two or three years ago, by the Minister of Trade and Commerce were well founded, how much more strongly founded would our protest be to-day, did we direct such accusations against the government for increasing in an abnormal degree the civil service staff since they came into power. The Minister of Trade and Commerce (Mr. Foster, North Toronto), continued respecting the expenditures on civil government as follows:

Mr. MACLEAN (Halifax).

Now, I say it is absolutely startling that on this Bill, and surrounding it, for civil gov-ernment alone, nearly \$5,000,000 is taken out of the taxpayer's contribution that he has to lay before the government each year for the expenditures of this country. No man can convince me that it is necessary that \$5,-000,000, or anything near it, should be spent in order to get a fair and effective service in the offices and departments here in Ottawa. 'It is absolutely unthinkable' that such is necessary, or that such ought to be the case.

Five million dollars was unthinkable, as an expenditure for civil government in 1910. I ask what have hon. gentlemen opposite to say of the expenditure for 1913, which will amount to over \$5,500,000. It might be interesting if I would submit a statement showing the increase in civil government for salaries and contingen-cies in some departments for the year 1913 over the year 1912. The figures are as follows:

Increases in Civil Government for Salaries and Contingencies in some Departments for 1912-13 over 1911-12. vernor's General's Secretary's

Governor's General's Decretary b		
Office	\$ 5,700	00
Privy Council Office	7,025	00
Administration of Justice	8,529	16
Demontmont of Militia and Defence.	7,200	00
Department of Militia and Defence. "Secretary of State	4,487	
" the Interior	41,137	
	7,600	
Auditor General's Office		
Department of Finance	500	
" Customs	17,087	
" Inland Revenue	3,975	00
" Agriculture	23,725	00
" Marine and Fisher-		
ies	17,950	00
" Railways & Canals.	9,560	0J
" Public Works	55,650	00
" Mines	14,003	00
Post Office Department	87,335	00
Department of Labour	7,812	00
Trade & Commerce	15,112	00
High Commissioner's Office	1,160	00
External Affairs Department	1,900	.00
External Analis Department	9.150	
Naval Service Department	3,700	
Department of Insurance		
Departments generally	3,500	00

There has been, therefore, an increase of over \$300,000 for civil government during the past few months by additions to the service in the various departments. increase of salaries, and by increased contingencies, as will be seen from the above table. The increase in the Post Office Departments amounts to \$87,335. This is certainly alarming, and I make the prediction that under the administration of that department by the present minister we will never again see the same financial results as we have observed in the past few years. In the future the cost of administration of the Post Office Department will go up very rapidly indeed.

Mr. SHARPE (North Ontario). Rural mail delivery.

Mr. MACLEAN (Halifax). Rural mail delivery will account for some, but I observe that there is in the estimates a vote of \$500,000 for an increase in mail services, and I think that the minister will need all of this if he continues to cancel contracts which are legally in existence just in order to give an opportunity to some of his friends to obtain contracts at enhanced prices.

I wish to refer briefly to the increased expenditures in the Public Works Department estimates for the next year. When the main estimates were submitted they showed a decrease in the public works on account of consolidated fund account of \$4,830,000, as compared with 1912, and this was referred to with evident satisfaction by the government party and press. The public works had always been severely criticised in the past on account of its large expenditure, and the public were asked to assume that this apparent reduction in the main estimates was an evidence of the intention of the government to implement its promise to reduce the expenditure's in this department. However, as time went on things began to change. The supplementaries which have since been submitted to parliament have shown an increase of \$7,733,871.40 for public works chargeable to income, and an increase of \$3,147,512.91 on capital account, a total of \$3,000,000 on consolidated fund account contemplated for the next fiscal year. Now, I wish to give to the House a comparative statement of the governeditives for

Now, I wish to give to the House a comparative statement of the expenditures for the Public Works Department for the years 1912 and 1913 on both consolidated fund and capital account:

Moneys voted for Public Works on Consolidated Fund Account and Capital Account, (including expenditure in Marine and Fisheries Department on capital account) for 1911-12 compared with 1912-13. Public Works income

Public Works capital (main) Public Works capital	6,416,000 00	7,063,000	00
(supplementary)		2,147,512	91

\$26,244,074 14 \$32,474,264 31 26,244,074 14

1912-13 over 1911-12..... \$ 6,230,190 17

The Public Works Department expenditures like many others, were specially criticised by hon. gentlemen opposite in the past. They always claimed that these expenditures were not being made according to any system or plan, or under any competent board, and that such expenditures were generally unwisely made. But I observe that the public works expenditures of to-day are not worrying hon. gentlemen

opposite. I wish to give to 'Hansard,' if hon. gentlemen will permit me, a statement showing public works expenditures on consolidated fund account from 1905 to 1913.

Mr. SPEAKER. It is not customary, and, so far as I understand it the procedure, has not been regarded as permissible to hand to 'Hansard' for publication statements that are not read in the House. My remembrance of it is that that privilege is usually granted to the Minister of Finance in his annual Budget speech but beyond that the custom does not carry.

Mr. MACLEAN (Halifax). I will read the statement:

Public Works Expenditure on Consolidated Fund Account:---

1905.		\$6,765,446 01
		7,484,715 72
1907.		5,520,571 42
1908		8,721,326 98
1909.		12,300,184 05
		7,261,218 22
		8,621,431 25
1912	(to March 10, 1913)	8,525,253 42
	(voted)	

I wonder what hon. gentlemen opposite have to say against this large increase of expenditures in one branch of the public service, so much greater than those against which they protested in days gone by. But not only are there large increases on consolidated fund account in connection with public works, but this is also true of public works expenditures on capital account. Here are the figures.

1905	\$1,642,042 15
1906	2,359,528 50
1907	1,797,871 16
1908	2,969,049 08
1909	2,832,295 29
1910	4,514,605 59
	3,742,717 44
	6,753,000 00
1913 (voted)	10,210,512 91
1910 1911 1912 (estimated)	4,514,605 59 3,742,717 44 6,753,000 00

Thus we see that government expenditures in connection with public works, both on consolidated fund account and on capital account have very largely increased during the first parliamentary session of the present government. If the expenditures of former years deserved the condemnation of hon. gentlemen opposite, how will these gentlemen defend the expenditures contemplated under the present administration for the year 1913? We find also that the expenditures of the Department of Militia are rising in very substantial degree. I have here the figures from the year 1905:

### MILITIA EXPENDITURES.

On Consolidated Fund Account and Capital Account.

1905	 	 	 	 \$3,950,664	75	
1906	 	 	 	 5,594,000	27	

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1907				4,322,320 74	
1908				7,796,087 65	
1909				6,464,736 33	
1910				6,979,926 51	
1911				6,868,651 29	
1912 (to Man	ch 10,	1913)	••	6,040,111 99	
1913 (voted)			••	8,814,797 00	

So, the amount vcted for 1913 is approximately \$9,000,000. Many gentlemen who now sit on the other side made a specialty when they were in opposition of protesting against government expenditures in connection with the service of Mulitia and Defence. One might properly wonder how they propose to square themselves with their constituents when they find themselves forced to defend this greatly increased expenditure. The Post Office Department also evidently contemplates increased expenditure, for 1 find that the figures relating to the department for the last two years are as follows:

### POST OFFICE DEPARTMENT. Expenditures voted for 1911-12 and 1912-13.

1911-12.....\$ 8,670,830 75 1912-13....10,596,287 91

Excess for 1913 over 1912. \$ 1,925,000 00

Here is an increase of practically \$2,000,-000. To use the words frequently used by the Minister of Trade and Commerce, this is certainly 'going some' for one department.

Now, I wish to say a word or two respecting another class of expenditures proposed by the government this session in legislation and otherwise. I refer to the subsidies granted to the provinces of Manitoba and Prince Edward Island, the railway grant to the province of Ontario, the highway improvement appropriations, and the grants to the provinces for expendi-ture in aid of agriculture. Now, I do not unqualifiedly condemn all these expenditures. What I say is that they should have been incurred only upon the strongest grounds and after formulating and establishing with some finality the principle upon which they were to be made. There is danger, I say, in some of the ex-penditures decided upon by the administration this session. The government may protect themselves in the future, or they may successfully withdraw from the position which they have taken, but I say that never since confeder-ation was there any legislation more calculated to cause embarrassing relations between the several provinces and the federal government, more calculated to increase provincial rivalry, and more calculated to endanger the financial position of the country than several of the measures proposed by the government such as I have already mentioned.

Mr. MACLEAN (Halifax).

Take the proposed road expenditure. It is a very popular expenditure to support. It was a popular cry in the last election in the several provinces. In the province of Nova Scotia the people were told that \$10,000,000 would be voted for that province for the improvement of highways, and they were asked: Which would you prefer, two or three 'Niobes,' or ten million dollars for your roads? And many responded, I suppose, that they preferred the millions of dollars for roads, a sum which is not forthcoming, and which I venture to say, will never be forthcoming in any year for the province of Nova Scotia. When the proposition was before the House I took the ground that consideration, conference and negotiation should precede legislation. I took the position that the government, during the recess, should have a conference with the various provinces in order to agree upon some settled policy, and next year they could introduce a Bill that contained a principle and a policy. There is no policy to be found within the four corners of the present Highway Improve-ment Bill. The intention of the government may have been of the very best, I have no doubt they were sincerely trying to prepare a measure that would be workable. But it would have been infinitely more to their credit if they had given more consideration to the measure than they seem to have given. It is an extremely dif-ficult one to work out. I asked the Min-ister of Railways last night if it were true that if the provincial legislatures did not pass Acts giving this government the power to enter upon provincial highways and expend the moneys voted, these moneys would be expended, and he answered no. He said that if, for instance, the legislature of Nova Scotia did not authorize this government to enter upon its public highways, they would not expend the money. I say that no such legislation is necessary. The highways in Nova Scotia are vested in the Crown represented by the government, and if necessary the government itself can give the necessary authority to this government to enter upon its highways. The amount voted to the province of Nova Scotia is \$60,000. That may build ten miles of road, it may possibly built twenty-five miles. Now would it be fair to the province to insist that by legislation power be given to this government to enter upon its highways to expend only \$60,000? The government have not announced that they will increase this amount next year. We do not know to-day but that this may be the last year in which any moneys will be voted by parliament for that purpose. Therefore, I say it would be absurd for

any province to take the government seriously in respect to their highway improvement policy until they announce how much money they propose to expend, and how many years they propose to carry on their work of improvement. Ten million dollars could be expended every year in Canada, and even more, and then the improvement made to our public highways would hardly be appreciable

I approve of the policy of the government in aiding the provincial governments financially to improve the public highways. But I say that a policy should first be worked out in conference and negotiation with the provincial government.

Mr. BLAIN. Is the hon. gentleman unwilling to accept aid for Nova Scotia?

Mr. MACLEAN (Halifax). I suppose the province of Nova Scotia can consume any additions made to her provincial subsidies which this government might give. I have not the slightest doubt in the world that the government of Nova Scotia could make a strong claim for an increased subsidy. But I say these increases! should be made to the several provinces only after due and ample consideration, only after a policy initiated and considered with the provincial governments. I say that the policy which was laid down by the premiers of the several provinces, at the conference held in this city in 1906, should be adhered to, and that increases in provincial subsidies should be made to provinces after consultation and conference with all the provinces together with the There were sev-Dominion government. eral other matters to which I intended to refer, but I wish to conclude now in order that the Minister of Finance may have an opportunity to conclude his reply as he intimated to me that he wished to do, before the House adjourned at six o'clock. I am sure that the financial record of the present administration since they came into power, is one which will hardly com-mend itself to the majority of their friends and supporters, particularly when they remember the many protestations which they made in opposition against the in-creased expenditures incurred by the late government. I say the friends of the administration as well as the friends of the opposition throughout the country, will be greatly disappointed to observe the large expenditures proposed to be made in the next fiscal year, as compared with the present fiscal year and the previous one.

The country will soon find that we are paying the penalty for the administra-tion of hon. gentlemen opposite. That power has been dearly purchased. I submit that at the very outset, it is costing the country something, and I believe that history and experience will demonstrate were too large in amount. On the con-

that it will cost the country a great deal more in the future.

Mr. WHITE (Leeds). Mr Speaker, I have to thank my hon. friend the member for Halifax (Mr. Maclean) for cutting his remarks short, to oblige me, in order that I may, if possible, conclude the observations which I may have to make, before six o'clock. I am not an antiquarian and I do not propose to join my hon. friend in his excursion into the past. I do not propose to go down with him into the tombs and catacombs of ancient poli-tical history. I intend to join him at the period at which he emerges into the fresh air of the present, or at all events, of the more recent past. We have all heard of a certain legendary personage reproving sin, but what do hon. gentlemen on this side of the House think of the spectacle we have had to-day of my hon. friend posing before this House as the champion and preacher of economy? We have my hon. friend, the trusted lieutenant of the right hon. gentleman (Sir Wilfrid Laurier) who led the late government for the past fifteen years, posing here to-day as a preacher of economy. What do hon. gentlemen on this side of the House think of it? Presumably my hon. friend is in earnest, I always give him credit for being in earnest, and I must therefore, conclude that he has become converted, that he has experienced a change of heart. There are well authenticated cases of conversion in the history of the world. John Bunyan was converted, but the highwater mark in conversion and in sudden conversion was undoubtedly Saul on his way to Damascus; when a great light suddenly burst upon him and he fell as one dead. Now a great light seems to have burst upon my hon. friend since he has gone to a seat opposite and he has become economical. He is a preacher now of economy. Whether he has had a vision, whether he has been converted or whether this great light has blinded him, I do not know. But there is one other possible explanation of his course here to-day; he may have found or he may have borrowed a certain pair of blue spectacles-blue ruin spectacles-possessed by a certain noted states-man just prior to 1896. That is, as I have said, a possible explanation.

I was somewhat surprised to find that my hon. friend proposes to condemn this government for extravagance in connection with the estimates which we have brought down this year and for which we are responsible. In regard to the main estimates, amounting to \$149,000,000, I have heard no complaint from hon. gentlemen opposite,

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trary what have we heard since the main estimates were brought down? Why, this House has resounded nightly with their complaints, not that the main estimates, amounting to \$149,000,000, were too large, but that they were altogether too small. I am not going to read this list of requests and complaints, that I have in my hand, four or five pages of them, from almost every hon. gentleman whom I see opposite to me. They are like Oliver Twist, they want more, and like Oliver Twist, they do not hesitate to ask for more. If I had time, I should like to give a list of the requests which they have made, but I shall content myself by referring to only a few. Here we have the hon. mem-ber for Guysborough (Mr. Sinclair), not complaining about the main estimates of \$149,000,000, my hon. friend from South Cape Breton (Mr. McKenzie), not com-plaining about the estimates of \$149,000,-000, my hon. friend from Pictou (Mr. Macdonald) not complaining about the estiwhy clamouring for the purchase of branch lines in connection with the Intercolonial railway. We have my hon. friend from St. John (Mr. Pugsley), who is not here this afternoon, raising his voice to the rafters, if we had rafters in this chamber, for a spur line to Hampton and for the expenditure of additional money in the har-bour of St. John. So it is all through the list. We have our western friends clam-ouring for additional expenditure upon the Hudson Bay railway, not complaining about the main estimates of \$149,000,000, and so I could go all through that long list if I had time. What is the burden of the complaint that we have heard from hon. gentlemen opposite?-not that we are spending too much money but that we are spending too little money. What do you think of the consistency of my hon, friend who charges this government with extravagance to-day when, ever since these main estimates were brought down, the burden of the song of his friends has not been that we have been extravagant but that we are not spending enough?

Now let me come down to the present or the recent past, and let me compare the expenditure contemplated in the estimates we have brought down with the expenditures of the last few years. In the year 1910, the estimates brought down by the late government amounted to \$113,000,000, and in 1911 they were \$135,000,000, an increase of \$22,000,000. This is the party that is now posing as the champion of economy in this country. In the year 1912 how much were they? They brought down the main estimates amounting to \$138,000,-000, supplementaries amounting to \$17.-000,000 and we had to add, in order to complete their programme, about \$3,000,000

Mr. WHITE (Leeds).

making a total expenditure for last year of \$159,000,000, or an increase of over \$24,-000,000 over the preceding year. Now, let us take the estimates for 1912-13. We have brought down supplementary estimates brought down supplementary estimates amounting to a little over \$19,000,000 which added to the main estimates, amounting to \$149,000,000, make a total for main and supplementaries of \$169,000,000 or only \$10,000,000 over the amount expended dur-ing the past fiscal year. That \$10,000,000 compares with an increase of \$24,000,000 for the preceding year and an increase of \$22,000,000 for the year preceding that Why \$22,000,000 for the year preceding that. Why, when I consider that this party has been out of power for no less than fifteen years and that any number of constituencies have been deprived of needed public works by reason of that fact, I feel that we can say, in the words of Clive, that we are astounded at our own moderation. Now, let me speak of this estimate of \$169,000,000 to which my hon, friend has referred. My hon, friend well knows the difference between actual and estimated expenditure. Our expen-diture authorized for the last fiscal year was \$159,000,00 and there will be actually expended during the present fiscal year, ending to-day, according to our esti-mate, \$131,000,000. In other words, out of \$159,000,000 of an estimated expenditure, there will be an actual expenditure of a little over \$130,000,000.

Something like that happens almost every year. It is common knowledge to this House that actual expenditure is very different from estimated expenditure. My hon, friend knows that, but he desired the country to understand that we are committed to and will actually make an expenditure of \$169,000,000. Of course that is misrepresentation of the actual state of affairs and my hon, friend knows it.

Now we come to railway subsidies, and iny hon. friend blithely adds on all the railway subsidies to our estimated expenditure of \$165,000,000. Then he adds the guarantees 'and finds a grand total of over \$200,000,000. Was there ever a more disingenuous statements?

Mr. MACLEAN (Halifax). I did not add it as an expenditure, but as a liability.

Mr. WHITE (Leeds). My hon. friend put it as an authorized expenditure, but he will not deny that he desired the impression to go out to the country that the government stood committed to and would likely spend \$200,000,000 because the average man is not a lawyer and does not at once grasp the difference between an authorized and an actual expenditure. One would think that no railway subsidies had ever been brought down in this country before, and that we had made a beginning with railway subsidies, that they were unheard

of in this country. Railway subsidies? I anticipated some such argument on the part of my hon, friend, and I have had when my hon, friend's party were in power, railway subsidies were brought down on 3,9604 miles, which, at \$3,200 a mile, would be \$12,672,000, or at \$6,400 a would be no less than \$25,000,000, mile and for bridges \$600,000. In 1901 subsidies were brought down on 3,077 miles which, at \$3,200 per mile, would be \$9,-847,000, or at \$6,400 a mile, would be nearly \$20,000,000, \$19,695,000 to be exact. For 1912 we find that the railway subsidies brought down by my hon. friend are actually less than in 1910, in the Consulship of Plancus, when my good friend the leader of the opposition, champion to-day of economy, occupied the chief seat on this side of the House. What about railway subsidies? My hon. friend is a lawyer, and he knows what is in a subsidy Bill. He knows as well as any one in this House 'that it is a provision of a subsidy Bill that construction shall be commenced within a period of two years and that the road shall be completed within a reasonable period not exceeding four years, as in this subsidy Bill of ours. What does 'that mean? It means just what it has meant in the past that a number of these subsidies will never be paid at all and few of them will be paid this year. My hon. friend knows that the amount of a subsidy Bill has no relationship whatever to actual expenditure in a particular year and yet he desires the impression to go out that we are committed to and will likely spend a sum of something like \$20,000,000 or \$21,000,000 upon railway subsidies this year. Is that a fair presentation of the case politically or otherwise. Is that a fair presentation of the expenditures as contemplated in the estimates? What about these subsidies? Let us see how consistent my hon. friend is and how his opinions square with those of other hon. gentlemen opposite. What was the largest subsidy this year? A subsidy to the Canadian Northern Pacific at \$12,000 a mile. What did my hon. friend the first lieutenant of the right hon the leader of the opposition (Mr. Graham) say about it? He was concerned only, and I think properly concerned, with regard to through freight rates, and he said: I would give twice as much, instead of \$12,-000 a mile he expressed his willingness to raise the minister by \$12,000 a mile. Was he thinking about economy when he made that statement? How much credit are we to give for sincerity to hon. gentlemen opposite who seriously criticise the estimates we have brought down. My hon. friend knows that the greatest question in this country to-day is transportation, and we help us. As I have said, the guarantee on

feel it is our duty to bring down a subsidy Bill in order that railways may be assisted, and that we may thus assist in the development of Canada.

I now come to the question of guaran-tees. My hon. friend has blithely added on a few guarantees. I think he aimed at \$200,000,000, and then looked around for items to make it up, and he succeeded, as any one could; if you can get enough figures together you can make any total if you are good at arithmetic, and he has done pretty well. He says we have given a guarantee of \$5,000,000 to the Canadian Northern for their line from a point 150 miles west of Edmonton to Summit.

Mr. MACLEAN (Halifax). I did not add that.

Mr. WHITE (Leeds). Did you refrain? Let me compliment my hon. friend. He undoubtedly mentioned the \$5,000,000 guarantee. Who is the parent, and originator, and creator, and founder of guarantees in this country? Why, the right hon. leader of the opposition (Sir Wilfrid Laurier), of whom my hon. friend is the trusted lieutenant. What amounts in guarantees have been given by the party now professing economy in the last few years? What has the total amount of their guarantees been? Let us take a few. In the first place, in 1903, they guaranteed about £2,000,000 of Canadian Northern Railway Company's bonds. In 1908 they guaranteed a further £1,600,000. Then of Canadian Northern Alberta they guaranteed £647,000, and last year they topped it by guaranteeing an amount of \$35,000,000 between Port Arthur and Montreal, and yet we are criticised for a five million dollars guarantee given this year. What are we to think of this, how does practice square with profession in this particular case? These are questions that the House will undoubtedly ask, and the professions of my hon. friend must be judged by the performance of his party when in power. Let us take the Grand Trunk Pacific. What is the total amount of guarantee given by my hon. friends opposite when in power to the Grand Trunk Pacific on the prairie section, and on the mountain section? Not less than £14,000,-\$70,000,000 of guarantees given by 000. these hon. gentlemen with a light heart, to the Grand Trunk Pacific. The party who are to-day condemning us among other things for the little guarantee of \$5,000,000 which we have given.

Mr. MACLEAN (Halifax). I did not utter a word of condemnation.

Mr. WHITE (Leeds). Then perhaps the hon. member should not have mentioned it, because his object, I fancy, was not to

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the Grand Trunk Pacific amounted to \$70,-000,000. On the Prairie section there is a guarantee to the extent of \$13,000 per mile, and on the Mountain section, while the amount estimated was originally \$30,000 a mile, the latest figures I have seen give the estimated cost at \$65,000 a mile, and we guarantee the securities of the Grand Trunk Pacific to the amount of three quarters, 75 per cent, of this great sum no matter what it may be. Our guarantee will certainly amount to at least \$50,000 per mile on the mountain section.

Are we fairly criticised for the little guarantee that we have given this year in order to assist a transcontinental railway from a point 150 miles west of Edmonton to the boundary of British Columbia? We are assisting it only by our credit, and I am satisfied that we shall never be called upon to pay it. Now, how do we make up the total of

\$159,000,000 in our main and supplementary estimates for 1912-13? I will take just a few of the larger items. My hon. friend did not mention one of the largest items-\$25,000,000-for the National Transcontinental railway. Who is responsible for th'at? How much do you suppose we have expended up to date on the National Transcontinental railway? No less a sum than \$120,000,000 in round figures. How much was it estimated by hon. gentlemen opposite when in power that it would ccst? My predecessor, a very able man, Mr. Fielding, estimated that with interest it would cost \$60,000,000. If it had only cost \$60,000,000, we would have been finished with it long ago. But we have already expended on it in the neighbour-hood of \$120,000,000, and as far as I can gather we shall spend at least another \$80,000,000. I do not think any member of this House will seriously contend that the eastern section of the Transcontinental railway will cost us one dollar less than \$200,000,000. So that we must provide for it \$25,000,000 this year and \$25,000,000 a year for some years to come. We have inherited it and there is no doubt we must finish it.

Then, what about the 'implementing'? My hon. friend from Hamilton (Mr. Barker) knows the meaning of the word 'implement' better than any other man in this House. He called attention to it at the time the contract was entered into, but his advice was entirely disregarded, and what happened? We had to put to a special account for the fiscal year 1911-12 no less a sum than \$5,000,000 for implementing. I think my hon. friend might have said that was a baby left on our doorstep We have to take it in, and I am afraid that the baby will grow to a \$10,000,000 baby before we get through. We will take good care of it; but we do not like to be Mr. WHITE (Leeds).

blamed, because it is not our baby. What about the Quebec bridge? In our main estimates we have \$3,000,000 for that. Whose fault is that? I do not like to refer to it in any other terms because of than those of seriousness the calamity connected with it, involving the loss of so much human life. But at the same time the very fact that that bridge fell down presumes negligence on the part of somebody. It meant to this country a loss of five or six million dollars, besides the cost of another bridge across the St. Lawrence. These are legacies from the late government. Do you not think we should get some credit on account of them? My hon. friend wants to put all the blame on us; we are willing to take any blame that properly belongs to us; but when we succeed to such legacies from the late government, I should think they would be willing to bear at least some of the responsibility for those expenditures for which they are

directly responsible. Now, let us see some of the items of our new expenditure, for which we are responsible. And let me say to my hon. friend that this is a growing country still. The trouble with hon. gentlemen opposite is that they think the country came to a full stop on the 21st of September last. They think that because the government died the country is dead; but the country was never more alive than it is to-day, and never more progressive. This government would be derelict in its duty to the last degree if it ceased to meet the vast in-creasing expenditures which the country will require for years to come. We are giving subsidies to the several provinces for the encouragement of agriculture to the extent of \$500,000. I wonder how the several provinces will regard the action of hon. gentlemen opposite in censuring us directly and impliedly for this. We are giving subsidies to the several provinces for the construction and improvement of highways to the amount of \$1,000,000. While my hon. friend does not approve of that, and while I understand that another House may not approve of the expenditure of a million dollars in that way, the people of this country do approve of it, as I venture to say hon. gentleman will find out in due course. We have provided for de-partmental buildings at Ottawa to the extent of \$1,000,000. No one will seriously challenge that. Everybody knows that our accommodation is wholly inadequate, and we must build for the future as well as for the present; we must have vision. Then, we have provided the sum of \$1,-000,000 for a Dominion government building in London so that this great Dominion may be properly represented there; there is also some vision about that. Next we

come to the Hudson Bay railway. My hon. friend, in charging this government with extravagance, impliedly censures us for proposing to spend \$3,500,000 upon the construction of the Hudson Bay railway. He does not in so many words censure us for that. He would probably say that he is in favour of it, and I will give him the credit of having that intention. I want to be fair to my hon. friend. If we are to meet the situation with regard to the public works which I have mentioned, we must spend money. You cannot make an omelet without breaking some eggs, and you cannot build railways without spending some money. One would think that was a very obvious proposition, but my hon. friend seems to think we should have done these things, and yet not have increased the expenditure beyond that of last year. I come to some other public improvements.

I come to some other public improvements. My hon. friend the Minister of Trade and Commerce is asking for an appropriation of \$1,500,000 for the construction, acquisition or leasing of terminal elevators under the Grain Act which he introduced this session. Does any hon. gentleman cpposite find serious fault with this government for endeavouring to help the situation in the west by providing elevator accommodation? Yet these are some of the matters in regard to which the charge of increasing the expenditure is brought by hon. gentlemen opposite. Then we are providing \$250,000 for the French river.

Mr. DEVLIN. When the minister says that the government is making provision for the French river, does he mean that it is starting the construction of the Georgian Bay canal?

Mr. WHITE (Leeds). That means just what it says. We have provided \$100,000 for the French river. That is all it means.

Mr. DEVLIN. May I ask the minister if it means that the government is starting the construction of the Georgian Bay canal?

Mr. WHITE (Leeds). The Minister of Railways will be able to answer the hongentleman no doubt, because it is under his department. The sum of \$100,000 that has been placed in the estimates is for French river improvements. My hon. friend doubtless saw what the Prime Minister said the other day, in answer to a deputation, that The question of these large canals would have the government's or the interest of the country; and when the government has reached that conclusion it will then determine what to do. Other items that we have made provision **2134** 

for are: Immigration, \$1,500,000; Interco-lcnial railway, \$4,000,000; canals, \$3,500,-000: Port Arthur and Fort William har-bcurs, \$1,000,000; Victoria and Vancouver harbours, \$1,000,000, and St. John har-bour, \$1,000,000. What does this mean? It means that we are providing for the future of this country. We are undertaking much needed public improvements in these harbours in order that we may be able to take care of our transportation, to take care of the shipment of our grain and the handling of our traffic in the years to come. Will the country approve of these votes? It undoubtedly will, but it will not endorse the course of hon. gentlemen opposite in condemning us for undertaking these works. What about the grant to Manitoba which has been criticised? In that matter we are putting Manitoba on a par with the provinces of Alberta and Saskatchewan which is a simple act of justice to the first-named province. We are going back to 1908 as a compromise in the matter, and that compromise is nothing more than fair-play to Manitoba, because according to all principles of equity and justice, Manitoba should have been getting an increased subsidy from the year 1905. Take the case of Prince Edward Island. My hon. friend seems to think, although he is a maritime province man, that the little province should not have any assistance. If there is a Benjamin among the family of provinces surely it is Prince Edward Island. If we give the provinces a feminine appellation, Prince Edward Island is the little sister of confederation. She is the baby of confederation and we all want to be fair to the baby. My hon. friend com-plains of the extra subsidy of \$100,000 to Prince Edward Island. He has on those spectacles that he wore prior to He cannot see these questions in 1896. a white light; he is looking at them through spectacles that are coloured blue. This convinces me that the opposition have settled down to a twenty years siege. They have abandoned the intention of carrying the citadel by assault and they have settled down to a long siege operation. That is the position my hon. friends opposite are in to-day. Just one word more in conclusion, if I may be permitted. Let me say, and I do so with a full sense of my responsibility as the Finance Minister of this country, that the public will approve of large expenditures for public works so long as they are expended economically and honestly. I say that the worst possible policy for this country to adopt in matters of this kind is to be parsimonious and economical for the sake of

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time of men who are now sitting in this House. I look forward to the time when the population of this country will equal the population of Great Britain. We are adding to our population at the rate of over 1,000 a day and we must have vision, we must make these needed improvements for our terminals and our great ports, we must deepen our harbours, we must be ready and forestall the future, we must have insight, we must have vision, we must act as statesmen, and we must make these expenditures in the public interest. I say, therefore, that we will be supported by the public in making all needed expenditures for the improvement of the public works in this country, if only these expenditures are made economically and honestly.

At six o'clock, House took recess.

### After Recess.

House resumed at eight o'clock.

Mr. SPEAKER. Is it the pleasure of the House to adopt the motion?

Motion agreed to, and House went into Committee of Supply.

Mr. BORDEN moved that the committee rise, report progress and ask leave to sit again this day.

Motion agreed to.

### IMPROVEMENT OF HIGHWAYS.

A message was received from the Senate informing this House that, for the following amongst other reasons, the Senate doth adhere to the fourth amendment made by the Senate to the Bill (No. 77) An Act to encourage and assist the Improvement of Highways:

1. Because the right of the Senate to amend a Bill is not impaired by the proceedings which may have taken place during the progress of the Bill through the Commons;

2. Because the amendments made by the Senate to the third clause of the Bill and accepted by the House of Commons provide that the grant in aid of highways shall be paid to the several provinces of the Dominion, instead of to any province as was provided by the clause in its original form; and the subclause 2, proposed by the Senate, indicates the reasonable principle upon which such payments should be made;

3. Because the method of distribution provided for by the said fourth amendment is that announced by members of the administration in the Senate and House of Commons as contemplated and has been actually adopted in the supplementary estimates for the ensuing financial year;

4. Because the Bill undertakes to make certain permanent provisions as to the aid to be given to the construction and improvement of highways in the several provinces; and it

Mr. WHITE (Leeds).

is only reasonable that the principle of equal distribution in proportion to population recognized by the present administration should be permanently secured by enactment in the Bill, as otherwise if this principle were abandoned in future, the Senate would have no other resource than to reject the Supply Bill;

5. Because, if the principle upon which the apportionment of such grant is to be made is fixed by a permanent enactment, the task of deciding upon the items to be inserted in the Supply Bill will be simplified; and

6. Because the administration of the day by adopting the principle of the said fourth amendment for the ensuing fiscal year, have indicated that it is neither unnecessary nor undesirable.

And also that the Senate doth adhere to its seventh amendment for the following, among other reasons:--

1. Because section 6 of the Bill empowers the minister to undertake the construction or improvement of highways in any province, which would be a contravention of the letter and spirit of the British North America Act, 1867, and of the uniform practice under that Act, for which contravention no sufficient cause has been shown;

2. Because the said amendment affirms in effect that it is undesirable that the minister or the Dominion government should usurp the rights and functions of the provincial administrations in the building and maintenance of highways and bridges;

3. Because the said amendment will not unduly hamper the administration in carrying out its policy and in applying the funds placed in the estimates for that object; sufficient provision being made in earlier clauses of the Bill for co-operation between the fedral and provinical governments.

### THE PUBLIC ACCOUNTS COMMITTEE.

Mr. MIDDLEBRO presented the fifth report of the Select Standing Committee on Public Accounts, and moved that the said report be received.

Mr. SPEAKER. The report when presented to the House is practically received.

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

Mr. BORDEN. There were certain questions which stood this morning on account of the inability of the Minister of Railways and Canals to be present in the House. If the right hon. gentleman, the leader of the opposition has no objection, we will return to those questions.

#### NATIONAL TRANSCONTINENTAL RAIL-WAY-ESTIMATED COST.

Mr. GRAHAM:

Referring to a statement found on page 5051, House of Comons debates, 1910-11, signed by D. McPherson, assistant chief engineer of the National Transcontinental railway, dated February 21, 1911, showing the total estimated cost of the railway to be \$145,-339,700, and to a statement on page 3187, House of Commons debates, 1912, signed by Gordon Grant, chief engineer, placing the total cost of the railway at \$171,726,000. To what items, respectively, do these increases attach, and what is the reason in each case for the es-timated increase?

Mr. COCHRANE. The attached information has been obtained from the National Transcontinental Railway Commission:

THE COMMISSIONERS OF THE TRANS-CONTINENTAL RAILWAY, OTTAWA.

Office of the Chairman,

Ottawa, March 28, 1912.

Hon. F. Cochrane, P.C., Minister of Railways and Canals, Ottawa.

Dear Mr. Cochrane,-

Mr. McPherson has brought to my atten-on 'Hansard' of 21st inst., containing the tion remarks of Hon. Mr. Graham contrasting the estimate of the cost of the National Transcontinental railway in 1910-purported to have been made by Mr. McPherson-with the estimate for 1911, signed by Mr. Grant, which I furnished you with. I inclose you herewith copy of letter dated 16th of May, 1910, from Hon. Mr. Graham, then Minister of Railways and Canals, to Mr. Grant, asking for an accurate estimate of the cost of the railway completed, and asking that a statement be submitted from month to month to show how the estimate is working out; also copy of letter dated 18th November, 1910, to the commissioners from Mr. Grant, in reply to this request of Mr. Graham's, in which he places the total cost at \$143,762,000, inclusive of certain items. I also inclose blue print, signed by Mr. Gordon Grant, dated November 28, 1910, amounting to \$149,700,000, and I am informed by Mr. McPherson that this was cut down on the express orders of the Chairman re-sulting in an estimate of \$145,339,700, a blue

18, 1911. Mr. McPherson informs me that in the absence of Mr. Grant the following month (February) and in compliance with Mr. Graham's request for a monthly statement, he signed that monthly statement of \$145,339,700, blue print of which is inclosed, and I also inclose a blue print of the March, 1911, estimate, amounting to the same sum, signed by Mr. Grant, and I note that each succeeding month they have all been signed by Mr. Grant as usual.

print of which I also inclose, dated January

From the above it is quite clear that the estimate was not Mr. McPherson's, but Mr. Grant's, and that Mr. McPherson simply signed the monthly variation of that estimate in the absence of the chief engineer, and to comply with the request of the minister.

The reason this particular copy signed by Mr. McPherson was used by Mr. Graham appears to be that in making his annual statement it happened to be the last estimate received, and therefore the occurrence was more of a coincidence than anything else.

Yours very truly, (Sgd.) R. W. LEONARD.

Mr. GRAHAM-On Thursday next-Inquiry of Ministry:

Referring to a statement found on page 5151, House of Commons debates 1910-11, signed by D. McPherson, assistant chief engineer of the National Transcontinental railway, dated February 21, 1911, showing the total estimated cost of the railway to be \$145,339,700, and to a statement on page 3187, House of Commons debates, 1912, signed by Gordon Grant, chief engineer, placing the total cost of the railway at \$171,726,000. To what items, respectively, do these increases attach, and what is the reason in each case for the estimated increase? Answer:

The approximate estimate above referred to, signed by D. McPherson, for \$145,339,700 was made in August, 1910, from such information as was then obtainable.

The approximate estimate above referred to, signed by Gordon Grant, for \$171,726,000 was made in January, 1912, from more relia-ble information since obtained.

The difference in the two estimates is \$26,-386,300, accounted for as follows :-

Grading

Estimated,	January,	1912	0			\$109,879,000	
Estimated,	August,	1910	•••	•••	•••	97,352,200	

.. 12,526,800 Difference..

Difference accounted for as follows:-The increase is principally due to revision of estimates of contracts 13, 16 and 17, which were previously taken at the figures on which the contracts were let. The figures for these and the other contracts have since been re-vised by the district engineers, based on additional knowledge obtained from further in-

Difference.. .. \$ 656,000 Difference accounted for as follows:-The increase in this item is owing to the settlement for right of way and settlement of claims for damages to property caused by the construction of the line, and to the land in some localities having increased in value beyond what was previously estimated for.

Difference ... .. \$ 628.000

estimate of the divisional yard at Moncton, which was not included in the previous esti-mate, and to additional trackage in other yards; and the increased cost of track material

### Buildings.

Estimated, January, 1912..... \$4,957,000 Estimated, August, 1910 .... 4,309,000

Difference.. .. .. \$ 648,000 Difference accounted for as follows:-

Increase owing to definite knowledge of the class and number of buildings required. When the previous estimate was made, neither the class nor the number of buildings had been decided upon.

Steel Superstructures of Bridges. Estimated, January, 1912..... \$6,054,000 Estimated, August, 1910..... 5,585,000 Estimated, January, 1912...... \$4,170,000 Estimated, August, 1910..... 4,013,000 Difference.... \$ 157,000 Difference accounted for as follows:-Increase due to the revision of location of the line on contracts 12 and 13 Difference. .. .. .. \$ 4,421,500 Difference accounted for as follows:--Increase is due to estimating for the longer continuance of the field staff for the settlement of disputes, investigation expenses and expenses defending possible lawsuits. Estimated expenditure will only be 6.7 per cent of total cost, which is not a high estimate. Springfield Shops (Winnipeg). Difference.....\$ Difference accounted for as follows:-.. \$ 593,000 Increase due to foundations for shops and the foundations for machinery having to be carried much deeper and wider than was expected at the time the previous estimate was made, and additional work on the shops. Difference.. .. \$650,000 Difference accounted for as follows:-Car-ferry service at Quebec not considered by commissioners in August, 1910. Terminals at Quebec, and Line from Quebec Bridge to Quebec City. Estimated, January, 1912. . . . . \$9,600,000 Estimated, August, 1910. . . . . . 4,438,000 Difference.. .. .. \$5,162,000 Difference accounted for as follows:-Increase due to a more exact estimate of the cost of the locomotive and car shops having been made and to uncertainty as to what the actual cost of the right of way may be, but for which provision must be made. Rentals of Joint Terminals at Winnipeg Difference.. .. . .. \$ 50,000 Difference accounted for as follows:-Increase to provide for a possible extension of time over which this rental may have to be paid, over and above that provided for in the previous estimate.

Mr. COCHRANE.

Headquarters Salaries and Expenses Estimated, January, 1912..... \$3,000,000 Estimated, August, 1910..... 2,575,000

Difference.....\$ 425,000 Difference accounted for as tollows:--Longer time estimated for the staff, owing to investigation expenses and possible law suits, staff on final records will have to be kept on and probaly increased. This item being only 1.7 per cent of total cost, is not over estimated.

GORDON GRANT, Ottawa, March 20, 1912. Chief Engineer. THE COMMISSIONERS OF THE TRANS-CONTINENTAL RAILWAY, OTTAWA, ONTARIO.

ONTARIO. Ottawa, November 18, 1910. Sirs,—On May last, the Honourable the Min-ister of Railways and Canals wrote me as fol-lows:—(copy of his letter attached). In accordance with these instructions I have had an estimate prepared by the district en-gineers, by information furnished them by their resident and division engineers. These estimates have since been looked over and revised by Inspecting Engineer Mac-Farlane, particularly with reference to that portion of the line not under construction as yet. yet.

From this estimate you will see that the total estimated cost of the line will be, \$143,-762,000.

In the above amount is not included :--

Car shop building at Springfield.

Terminals at Moncton. Terminals at Quebec.

Shops at Quebec. Rental of terminals at Winnipeg.

Also in accordance with the minister's wishes, I have had prepared the first of the monthly statements showing him how the above estimate is working out. This state-ment is for the month of September last, and he will be furnished with one from month to

month as the work progresses. I attach in duplicate, both estimate and monthly statement, in order that you may I attach in order send a copy to the minister. Your obedient servant, (Sgd.) GORDON GRANT, Chief Engineer.

OFFICE OF THE MINISTER OF RAIL-WAYS AND CANALS.

Ottawa, 16th May, 1910.

Dear Sir,—You have undoubtedly read and heard the discussion as to the probable cost of the Transcontinental railway from Moneton to Winnipeg. I think the work has progressed sufficiently far now that we ought to be able to have an accurate estimate of each section, as the road is all under contract and on some sections it is nearing completion. With survey parties on each section they ought to be now able to give an estimate that will be a basis for our calculation. I would like to have that estimate made from the field, and then each month the memo, to show me how it is working out. Yours truly

(Sgd.) GEO. P. GRAHAM. Gordon Grant, Esq., C.S., Chief Engineer, Transcontinental Railway Commission, Ottawa.

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# NATIONAL TRANSCONTINENTAL RAILWAY.-EASTERN DIVISION.

# STATEMENT showing Work Done to September 30, 1910, and Estimate of Cost of Completion.

### SUMMARY.

Items.	Value of Work done to Sept. 30, 1910.	Value of Work required to complete.	Total estimate of cost of work
	\$	\$	\$
rading.—Contract items, including clearing, excavation, culverts, substructures of bridges, track-laying, ballast- ing, ties, signals, interlocking appliances, telegraph line, fencing, water supply, track scales, temporary trestles, and extra work, also pump houses and pumps, and sub-			
structure of Cap Rouge Viaduct	65,664,800 1,566,400	$36,583,200 \\ 1,973,600$	102,248,000 3,540,000
crossings	8,227,000	4,345,000	12,572,000
divisional point buildings	616,500	3,692,500	4,309,000
eel superstructure of bridges, including flooring	2,805,200	2,154,800	4,960,000
rrveys and expenses. ngineering and expenses pringfield shops—Locomotive shop plant and equipment, in-	3,976,300 3,804,400	36,700 3,395,600	4,013,000
cluding water supply, sewerage system and lighting	534,000	1,811,000	2,345,000
	87,194,600	53,992,400	141,187,000
eadquarters—Salaries and expenses	1,524,200	1,050,800	2,575,00
Total	88,718,800	55,043,200	143,762,00

The following items for which no estimate has has been made are not included:--Terminals at Moncton. Terminals at Quebec, and line from Quebec bridge to city. Rentals of terminals in city of Winnipeg.

The following estimated items are not included :--

\$1,112,000

## GORDON GRANT,

Chief Engineer.

Ottawa, November 10, 1910.

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# NATIONAL TRANSCONTINENTAL RAILWAY.-EASTERN DIVISION.

STATEMENT showing Work Done to October 31, 1910, and Estimate of Cost of Completion.

### SUMMARY.

Items.	Value of work done to Oct. 31, 1910.	work required	Total estimate of cost of work.
Grading—Contract items, including clearing, excavation, culverts, sub-structures of bridges, tracklaying, ballast- ing, ties, signals, interlocking appliances, telegraph lines, fencing, water supply, track scales, temporary trestles, and extra work; also pump houses and pumps, and sub-	\$	\$	\$
structure of Cap Rouge viaduct	67,351,400	34,896,600	102,248,000
Right-of-way and expenses. Rails and fastenings, including frogs, switches and diamond	1,599,100	1,940,900	3,540,000
x'ings Buildings—including stations, section and tool houses and	8,360,500	4,211,500	12,572,000
divisional point buildings	627,200	3,681,800	4,309,000
Steel superstructure of bridges, including flooring	2,951,500	2,008,500	4,960,000
Surveys and expenses	3,977,400	35,600	4,013,000
Engineering and expenses	3,597,800	3,602,200	7,200,000
including water supply, sewerage system and lighting.	917,000	1,428,000	2,345,000
Car shop plant and equipment ferminals at Quebec, and line from Quebec Bridge to Quebec	Nil.	1,300,000	1,300,000
City	19,000	4,419,000	4,438,000
Rentals of joint terminals at Winnipeg	100,600	99,400	200,000
Headquarters-Salaries and expenses.	1,553,300	1,021,700	2,575,000
Total	91,054,800	58,645,200	149,700,000

# STATEMENT showing Work Done to November 30, 1910, and Estimate of Cost of Completion.

### SUMMARY.

Items.	Work Done to	Value of Work required to complete.	
Grading, contract items, including clearing, excavation, cul- verts, sub-structures of bridges, tracklaying, ballasting, ties, signals, interlocking appliances, telegraph lines, fenc- ing, water supply, track scales, temporary trestles, and extra work—also pump houses and pumps, and sub-struc-		\$	\$
ture of Cap Rouge viaduct	68,274,900 1,626,600	29,077,300 1,913,400	97,352,200 3,540,000
x'ings Buildings, including stations, section and tool houses and divi-	8,493,400	4,078,600	12,572,000
sional point buildings Steel superstructure of bridges, including flooring	664,500 3,124,000	3,644,800 2,461,000	4,309,000 5,585,000
Surveys, and expenses	3,978,400	34,600	4,013,000
Engineering, and expenses	4,257,000	2,853,500	7,110,500
c uding water supply, sewerage system and lighting Car shop plant, and equipment	1,017,800 Nil.	1,327,200 1,300,000	2,345,000 1,300,000
Terminals at Quebec, and line from Quebec Bridge to Quebec	19,000		
Rentals of joint terminals at Winning	102,800	4,419,000 97,200	4,438,000 200,000
Headquarters-Salaries and expenses	1,585,100	989,900	2,575,000
Total	93,143,200	52,196,500	145,339,700

Ottawa, January 18, 1911.

Mr. COCHRANE.

GORDON GRANT, Chief Engineer.

# NATIONAL TRANSCONTINENTAL RAILWAY.-EASTERN DIVISION.

STATEMENT showing Work Done to December 31, 1910, and Estimate of Cost of Completion. SUMMARY.

Items.		Value of work required to complete.	Total estimate of cost of work.
Grading—Contract items, including clearing, excavation, cul- verts, sub-structures of bridges, tracklaying, ballasting, ties, signals, interlocking appliances, telegraph lines, fen- cing, water supply, track scales, temporary trestles, and extra work—also pump houses and pumps, and sub-struc-	\$	\$	\$
ture of Cap Rouge viaduct	69,176,400	28,175,800	97,352,200
Right-of-way and expenses		1,910,100	3,540,000
x'ings. Buildings, including stations, section and tool houses and	8,534,900	4,037,100	12,572,000
divisional point buildings	664,800	3,644,200	4,309,000
Steel superstructure of bridges, including flooring	3,342,100	2,242,900	5,585,000
Surveys and expenses	3,987,000	26,000	4,013,000
Engineering and expenses Springfield Shops—Locomotive shop plant and equipment in-	4,398,500	2,712,000	7,110,500
cluding water supply, sewerage system and lighting	1,117,800	1,227,200	2,345,000
Car shop plant and equipment Ferminals at Quebec, and line from Quebec Bridge to Quebec	Nil.	1,300,000	1,300,000
City	19 000	4,419,000	4,438,000
Rentals of joint terminals at Winnipeg	105,000	95,000	200,000
Headquarters-Salaries and expenses	1,605,100	969,900	2,575,000
Total	94,580,500	50,759,200	145,339,700

# Ottawa, February 21, 1911.

# D. MACPHERSON,

Assistant Chief Engineer.

STATEMENT showing Work done to January 31, 1911, and Estimate of Cost of Completion.

SUMMARY.

Itéms.	Value of work done to January 31, 1911.	Value of work required to complete.	Total estimate of cost of work.
Grading—Contract items, including clearing, excavation, cul- verts, sub-structures of Bridges, tracklaying, ballasting ties, signals, interlocking, appliances, telegraph lines, fencing, water supply, track scales, temporary trestles, and extra work—also pump houses and pumps, and sub-	\$	\$	\$
structure of Cap Rouge Viaduct	69,743,700	27,608,500	97,352,200
Right-of-way, and expenses. Rails and fastenings, including frogs, switches and diamond	1,635,700	1,904,300	3,540,000
x'ings	8,655,300	3,916,700	12,572,000
sional point buildings	680,800	3,628,200	4,309,000
Steel superstructure of bridges, including flooring	3,451,800	2,133,200	5,585,000
Surveys, and expenses	3,987,900	25,100	4,013,000
Engineering, and expenses	4,516,500	2,594,000	7,110,500
including water supply, sewerage system and lighting.	1,166,300	1.178,700	2,345,000
Car shop plant, and equipment Terminals at Quebec, and line from Quebec bridge to Quebec	Nil	1,300,000	1,300,000
City	19,000	4,419,000	4,438,000
Rentals of joint terminals at Winnipeg	107,200	92,800	200,000
Headquarters-Salaries and expenses	1,639,200	935,800	2.575,000
Total	95,603,400	49,736,300	145,339,700

Ottawa, March 10, 1911.

# GORDON GRANT, Chief Engineer.

## INTERCOLONIAL RAILWAY-OFFICE AT MONCTON.

### \*Mr. EMMERSON:

1. Were two sets of tenders asked for by the Department of Railways and Canals for the supply and installation, and also for the placing of a heating system and a ventilation system, in the new wing of the general offices of the Intercolonial railway at Monoton, N.B.? If so, when were they respectively returnable?

2. Who were the tenderers in response to the first call, and what were the offers or amounts by them, respectively, tendered? 3. Was the lowest or any tender accepted?

If not, why not?

4. Did the Sumner Company, of Moncton, tender on that occasion and what was the amount of their tender?

5. Was a protest received from the said Sumner Company against the acceptance of any tender? If so, what reasons were advanced therefor?

6. If any such protest or communication was received, was it by telegram or letter?

7. What persons, firms or corporations tendered on the second occasion, and what were the figures or offers made by them respectively in pursuance of this second call for tenders?

8. Whose tender was accepted and at what price?

9. Has a contract been entered into with the successful tenderer and what was the contract price named therein.

10. Has the contract been performed, and was any claim presented for extras? If so, what is the amount of any claim or claims for extras in connection with said contract?

Mr. COCHRANE.

11. Has any sum or sums been paid for ex-tras? If so, what is the total amount so paid?

### Mr. COCHRANE:

1. Tenders were invited for the supply and installation of a combined heating and ventilating system in the new wing of the government railway office building at Moncton. Tenders were called on October 6, and to be returnable to Ottawa, October 25, 1911.

2. See abstract attached herewith.

3. No tender was accepted. No two tenders were for the same system, and it was then considered advisable to provide for a system of hot water heating alone.

4. Yes. Answered by No. 2. 5. No.

6. Answered by No. 5.

7.

Thompson & Sutherland, Ltd., New

Glasgow.... 8.

Summer & Co., Moncton, N.B... .. \$5,899 9. A contract has been awarded, and a formal draft sent to Sumner & Co., for execution.

10. The work is now in progress. 11. No.

# MARCH 30, 1912

TENDERS received for the Supply and Installation and also for the placing in satisfactory service of a Heating System and a Ventilation System in the new wing of the General Offices of the Intercolonial Railway at Moncton, N.B. Tenders invited by Circular, and to be received at Ottawa until October 25, 1911.

Name and Address.	Lump Price.	Heating System and Installation of same.	Lump Price.	Ventilation System.
1. The Garth Company,	\$7,041 00	Proposal A. I. To install two Hot Water C. Iron Boilers, cap. 4,000	\$r,061 00	For ventilation of addition to General Office build-
Montreal. "	8,483 00	sq. ft. each, &c., &c. <i>Proposal A.</i> ?. Similar to above, but we will install two heaters in- stead of hot water furnaces with the additional auxiliary. Steam to be delivered to the building by the company		ing. One 5 ft. <sup>3</sup> / <sub>4</sub> housed fan. One -1,700 ft. (1-in. pipe) tempering coil. One -1,700 ft. (1-in pipe) reheating coil. One -12,000 cu. ft. capacity
H	3,135 00	the company. Should the railway decide to use steam to heat the old portion of office building will install two heaters, with auxiliary similar to Proposal A. 2.		air washer. One 5 h.p. electric motor. Lot of galvanized iron ducts. Registers and dampers all erected in
II	3,913 00	For new portion of building for a 2 pipe gravity return steam heating system with pump and receiver to return condensation to power house.		and results and received in a place with steam and re- turn connections made to and from the tempering and reheating coils, &c., &c.
2. Summer Com- pany, Monc- ton, N.B.	4,350 00	Proposal A. 1. For installation of a low pressure Vacuum Steam Heating Plant in the new wing. Said plant to consist of two (2) Gurney 'Bright Idea' 'Viking' 'Ideal' cast iron boilers or equal with total heating capacity of 6,700 sq. ft. and 4,000 sq. ft. of	4,900 00	For Ventilation No. 1. In connection with and in addition to either scheme A 1 or A 2 we will supply all material and make in- stallation of this ventila- tion system in new wing. Steam to be supplied by
11	300 00	radiation distributed all over the building. <i>Extra.</i> To arrange these boilers so natural gas may be substituted for coal.		the contractors from boil- er in basement of new building.
"	3,400 00	Proposal A. 2. Will install a low, pressure vacuum steam heating plant in the new wing; said plant to consist of 4,000 sq. ft. of radi- ation distributed all over the building. Steam is to be supplied at the General Offices by the Rail- way Dept. registering 15 lbs. on gauge where steam main enters the building.	4,600 00	Ventilation No. 2. This system will consist of the same plant as ventilation No. 1 with the exception of the boiler which will be left out, and the Dept. of Railways will supply steam at the main wall of building with gauge pressure of 15 lbs. and a
"	5,000 00	For installation of a low pressure vacuum steam heating plant in the old portion of the General Offices, using steam supplied by the Rail- way Dept. at wall of building. For furth r details guarantee, &c., see Tender.		maximum of 25 h.p. For further details guar- antee, see Tender.
3. H. G. Hagen & Co., Mon- cton, N B.		Proposal A. 1. To provide and inst consisting of two steam boilers of surface, so connected that they r to furnish and install ventilating tender, for the sum of \$8,577 arranged with the Webster Mod (for heating and ventilation).	combined, can be used a system, all a (for heating ulation System)	apacity 7,000 sq. ft. heating separately or together, and us per description given in and ventilation). Could be em for the sum of \$8,490
		Proposal A. 2. To furnish and set u radiators having a combined ci <i>tilating system</i> , as described in H ventilation.) For Webster Mod posal A. 2. \$7,555 (for heatin &c., see Tender.	apacity of 4, Proposal A. 1	700 sq. ft. Also install ven- . for \$7,702 (for heating and

### COMMONS

TERNDRES received for the Supply and Installation, &c,-Continued.

Name and Address.	Lump Price.	Heating System.	Lump Price.	Ventilation System.
4. McKinley & Northwood, Ottawa, Ont		Proposal No. 1. For Heating and Ventilation as per enclosed plans and specifications (exclusive of Hot Water Heater) for the sum of \$12,000.00 (for both heating and ventilation).		
н.,		Proposal No. 2. In the event of steam being supplied from the power house, the heating and ven- tilation complete, as per plans and specifications (exclusive of Hot Water Heater) for the sum of \$10,175.00.		
5. T. Lessard & Sons, Montre- al, Que.	\$6,900.06	First. For heating new wing with two (2) square "Gurney" boilers and radiators complete, as per drawing and specification attach- ed	\$5,475.00	For the ventilation system according to our blue print and specifications attached.
	\$8,600.00	Second. For heating new wing with two square "Gurney" boilers and two No. 4 heaters, cap. 25,000 lin. ft. of 1 in. pipe. These two heat- ers to be connected with the two "Gurney" boilers, so that you can heat the heaters or boilers.	\$2,970.30	For ventilation system as per attached specification

6. Robb Engineering Company, Amherst, N.S. At present unable to undertake the work.

Warden King, Limited, Montreal. Not in a position to quote.
 The Gurney Massey Company, Limited, Montreal, are not tendering.
 James Ballouture, Montreal, superstorpts, the work, we have

The Guindry Hassey Company, Humbed, Montreal, are function.
 James Ballantyne, Montreal, cannot quote, too much work on hand.
 The Bennett & Wright Company, Toronto, cannot quote, too much work on hand.
 The Guimont Heater Injector Company, Limited, Montreal, tender received the 1st day of November, 1911, at 11.30 a.m. \$12,960 for complete installation of heating, as per attached specification.

#### WATER FOR WELLAND CANAL.

#### Mr. WHITE (Renfrew):

1. What volume of water, per cubic feet per second is now withdrawn from Lake Erie during the season of navigation, for operation of the present Welland Canal and for other pur-

2. If the proposed scheme for enlargement of the Welland Canal or construction of a new canal is adopted, and the work constructed in accordance therewith, what volume of water in cubic feet per second will then require to be withdrawn from Lake Erie during the season of navigation for the operation of the enlarged canal and for any other purposes, respectively?

3. What effect will the diversion of additional water to the Welland Canal have upon any international arrangement or right with regard to flow of water in the Niagara river? 4. How will the proposed additional use of

water for the Welland canal affect the Statutes of Canada and Canadian interests in respect of any opposition to the enlargement of the Chicago Drainage Canal, or of any claims which may at any time in the future arise in connection therewith?

Mr. COCHRANE.

### Mr. COCHRANE:

1. About 1,850 cubic feet per second.

2. About 1,850 cubic feet per second.

3. None.

4. Answered by No. 3.

#### INTERCOLONIAL RAILWAY-NEW FENCE.

### Mr. BOULAY:

1. What was the number of rods of new fence built in 1911, on the Campbellton divi-sion at Ste. Flavie?

2. What amount of wages was paid to the workmen who built this fence, or how much has the building of that fence cost per rod?

Mr. COCHRANE:

1. 2,713 rods.

2. Amount of wages paid to the workmen, \$976.68. Cost per rod, 731 cents.

#### INTERCOLONIAL RAILWAY-FREIGHT ON FISH.

Mr. VERVILLE:

1. What is the freight per 100 lbs. charged by the Intercolonial railway on fresh fish

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from Halifax to Montreal by carload lots

2. What assistance is given by the Depart-ment of Marine and Fisheries toward the transportation of fresh fish on the Intercolonial?

#### Mr. COCHRANE:

1. Freight rate charged on fresh fish from Halifax to Montreal, in carload lots is 26 cents per 100 pounds. Less than carload lots, is 35 cents per 100 pounds. 2. The Marine and Fisheries Depart-

ment assures the shippers that a cold storage car will be placed at their disposal one day each week from Halifax to Montreal; also one from Mulgrave. This department guaranteeing the railway that the earnings on these cars will be at least two-thirds of twenty thousand pounds at 26 cents per hundred pounds in carload lots; also assuming responsibility for one-third the ordinary express rate on all shipments from the Atlantic coast to points in Quebec or Ontario.

#### GRAND TRUNK RAILWAY COMPANY OF CANADA.

Mr. BORDEN moved that the rule respecting the order for Private Bills be sus-pended, and that the order for Private Bills be now taken up.

Motion agreed to.

Order called for, House in committee on Bill (No. 130) respecting the Grand Trunk Railway Company of Canada.

Mr. LANCASTER. It is very difficult to know exactly what ought to be done in the interest of the people with regard to this Bill. I have not a particle of respect for the promoters of this Bil, under the circumstances detailed by the Minister of Labour (Mr. Crothers) yesterday; but one has to ask himself what are the interests of the people in this matter, by the people I mean the whole people of Canada. I am not forgetting the workmen who have been so well spoken of by the Minister of Labour yesterday, and with whose remarks I entirely agree. These workmen should be considered, yet I very much regret that I cannot see my way to ask this House to hold up this Bill indefinitely. I understand this Bill as it is now amended is in a much less dangerous form than it was when it was sent here by the Senate; it is in a form that makes it of some benefit to the Grand Trunk Railway Company to do some financing in order to make betterments upon its railway, and render better service to the people. If I had the unanimous consent of the House, and the rules were not invoked against me, I would like to move an amendment to this Bill, but I apprehend that you, Mr. Speaker, would say that the unless we add to the bill some such clause

amendment is out of order because I have not given notice of it. But for the purpose of making my statement, I will read the amendment which I would move if I were in order:

In the exercises of the powers granted by this Act, the company should be subject to any statute hereafter enacted by parliament for securing fair treatment for the workmen and employees of any railway company.

I regret to say that this railway is about the only railway upon the civilized globe, that I know of, that needs such drastic legislation to make it understand that the people of this country have some rights and that the workmen employed by this railway have rights as distinct from the railway itself. The agreement which was read here by the Minister of Labour yesterday is plain and distinct, and makes the fact clear that the railway company, repre-sented by Mr. C. M. Hays, has deliberate-ly broken that agreement made with its employees. These men have no remedy, have no appeal except to this parliament, have no guardians, no one that can do anything for them except the people's re-presentatives in this House. I am, to use a mild expression, disgusted with the action of Mr. Hays in saying that he did not understand the effect of the agreement when he made it.

I recollect, ever since I was a student thirty-five years ago, during my practice of law for that time, hundreds and hundreds of cases in which farmers and other people who might reasonably say they did not understand agreements made with the Grand Trunk, was nonsuited and bowled out of court with the statement: You must understand agreements when you make them; you are supposed to understand them when you enter into them. But here is a man drawing \$75,000 a year who has the assurance, the nerve, the unmitigated cheek -not to use too strong language-to force the Minister of Labour of this country to tell the parliament of Canada that he did not understand the effect of the agreement he made with the poor working men who worked for him, and that he should be let out of that agreement because he did not know the effect of it. If I could see my way, without injuring a transportation system which the people of this country require—for everybody knows that the Grand Trunk railway needs to make betterments, that it ought to spend money in the improvement of its system all over the country-if I could see my way without hurting the people to hold up this legislation, I would be inclined to talk until midnight to-night, and all day on Monday to block its passage. But the people re-quire that the Grand Trunk shall better its system. I do not know what we can do

as I have suggested. That may have the effect of teaching Mr. Hays that he must use the men he employs fairly and decently, as he expects others to deal with him. hon. member in the interest of propriety and fair-play in this country, and so as not to prevent the railway from bettering its system as it pretends it is going to do, as a result of this legislation, to pass some such an amendment as I have indicated. I have nothing but contempt for the general manager of the Grand Trunk who is not ashamed to say that he is, in the first place so unintelligent as not to understand the agreement he made, and in the second place not honest enough to carry out that agreement if he can evade it. But, without taking up time to argue the matter, I ask for unanimous consent for this amendment. I believe in carrying out the rules of this House. Those rules are made for a good purpose and are efficacious in causing the business of the House to be done properly. I am not going to argue that my proposed amendment is in order unless it comes before the House by unanimous consent. But in view of the peculiar circumstances, in view of the fact that notwithstanding the statement of the Minister of Labour in this House the company persists in asking the gentleman who, quite properly, is fathering the legis-lation, to urge that the Bill be allowed to go through, I think the House ought to add some such amendment. Then, when the change in the law is made as indicated by the Minister of Labour to compel, as he said these railway companies to be subject to the Railway Commission in regard to such agreements, the company shall not be able to say that this legislation which went through in the dying hours of the corrient of 100 is for each of the session of 1912 is free of that general legislation. That is why I appeal to the House to say that whatever legislation is passed now, that legislation shall be subject to the amended provision that has been fore-shadowed. The money that the Grand Trunk are asking us to allow them to spend will be spent largely among the workingmen. They ought to be willing to trust any tribunal the parliament of this country establishes for the purposes of settling these disputes and for the purposes of seeing fair-play is done, which has not been done between the men and the railway company, as has been so clearly demonstrated. And, if they cannot con-sent to submit it to that sort of control they will find some hon. gentleman, if not somebody else then possibly myself, introducing an amendment to the Criminal Code that when Mr. Hays or anybody else perpetrates such a fraud as has been perpetrated upon these men, he shall be dealt with by some other tribunal than the Rail-

Mr. LANCASTER

way Commission and shall be treated differently from the way the commission treats those who come before it, and shall be subject, in short, to be treated as a man would be who perpetrated a fraud in any matter of trade; to provide that the heads of rail-way corporations shall be locked up if they do not attend to their duties honestly and do not deal fairly with those with whom they make agreements. I appeal for unanimous consent for the amendment that I propose.

Mr. WILCOX. I understand that my hon. friend from North Simcoe (Mr. Currie) who has charge of this Bill is in sympathy with the men and that he is sponsor for this Bill only because it is necessary that some hon. member should have charge of it. When it was before the Railway Committee the decision of the committee was that the Bill should be permitted to pass the committee on one condition, that con-dition being that the representative of the Grand Trunk Railway should meet the members of the government and agree upon some terms whereby the men who had not been taken back into their employ but who were entitled to be reinstated should be taken back and that if that arrangement was not made with the representatives of the government, the Bill should not be proceeded with in this House. I under-stand that no such arrangement has been entered into. Therefore, if the parliament of Canada passes this Bill under present of Canada passes this Bill under present conditions it will be in direct contravention of the decision of the Railway Committee on that Bill. The representatives of the men who entered into an agreement with the company on the 31st July, 1910, had, as I understand it. the guarantee of two ministers of the Crown that that agreement was to be carried into effect to its entirety. At page 5799 of 'Hansard' of 1910-11, the then Minister of Labour, addressing the House on the construction that was placed on the words 'as soon as possible' in the agreement, said: They said meaning the men

We will accept your first, provided you sa-tisfy Sir Frederick and Mr. King what these words: 'As soon as possible' mean.

Sir Frederick Borden. Hear, hear. Mr. King. The Minister of Militia (Sir Frederick Borden) is here, and I think he will bear me out.

Mill bear me out. Sir Frederick Borden. Quite. Mr. King. In other words, on that Satur-day night, an agreement had been reached between the two parties. The only question remaining was the meaning of the words: 'As soon as possible.' And the men stated they did not care whether the words words nut in or left out so long as competing they did not care whether the words were put in or left out, so long as something definite in the way of an assurance was given them as to their exact meaning. They went so-far as to say: You will only have to satisfy Sir Frederick and Mr. King, and we will accept that as an assurance. It was not the

government making an agreement for the men, or the government making an agreement with the company, but the company and the men The company, but the company and the men making an agreement together, and doing so under terms in black and white, but in re-gard to the meaning of one of which terms Sir Frederick Borden and I were to stand as witnesses. And we stand as witnesses at the present time. But Mr. Hays would not give a meaning to those words on Saturday night, and because he would not give a mean-ing to them the strike lasted through Sunday ing to them the strike lasted through Sunday and Monday and Tuesdaw for it was not until Tuesday that we could get Mr. Hays to give a definite answer. Hon. members opposite state we ought to have used the big stick. Did not we use it? I will tell my hon. friends how it was used.

They went so far as to say you will only have to satisfy Sir Frederick Borden and Mr. King and we will accept that as an assurance.

As a result of that interview an assurance was given to the men and Mr. King, then Minister of Labour, sent the following telegram to Mr. Murdock:

Ottawa, Aug. 2, 1910.

To J. Murdock, Vice-President, B. of R. T., Grand Union Hotel, Montreal Que

Montreal, Que. Mr. Hays has given Sir Frederick Borden and myself to understand that the men will, three months from this date, be taken back into the service and within that time be placed in their former positions. We under-stand by 'the men' all men referred to in the agreement signed by them in accordance with our understanding with you. I shall expect to hear by wire immediately that the

strike has been declared at an end. I will confirm this wire by letter over my own signature. (Sgd.) MACKENZIE KING,

# Minister of Labour.

Therefore, Mr. Chairman, the men had the assurance of the Minister of Labour that the agreement which was entered into and which provided that the men would be taken back as soon as possible, would be carried out, and the construction placed upon the words 'as soon as possible' was within ninety days. The men felt that they had the guarantee of the parliament of Canada that the provisions of that agreement would be lived up to, and that the men would be reinstated in their former positions as stated by the then Minister of Labour and Sir Frederick Borden. The agreement, which was so lucidly explained by my hon. friend the Minister of Labour (Mr. Crothers), last evening, has not been carried out. In the city of Windsor not one man has been reinstated. I have a list in my hand of the men located at Windson who are still out. It is as follows:

- 1. Godfrey Jackson, 114 Goyeau st, Windsor, conductor.
- 2. John Forbes, Windsor, conductor.

- 3. Murdock McKenzie, Windsor, conductor. 4. John Whittaker, train baggagemen, Windsor.
- 5. Jerry Griffin, conductor, Windsor.
- 6. Samuel Ryckman, conductor, Windsor.
- 7. Salem Smith, passenger conductor, Windsor.

- John Merritt, conductor, Windsor.
   Edwin Palmer, conductor, Windsor.
   Alfred Etaples, conductor, Windson
- 10. Alfred Etaples, conductor, 11. R. Bailey, brakeman, Windsor. brakeman, Windsor. 12. Wm. Zimmerman, brakeman, Windson 13. Frank Chilecotte, yardman, Windsor.
- 14. W. Bareford, yardman, Windsor.

The case of every one of those men who went out on strike has been investigated by Judge Barron, and his honour has reported favourably to their reinstatement. I have been informed that in some cases his honour has written a private letter to Mr. Hays, impressing upon the president of the Grand Trunk Railway Company the injustice that has been done by not taking some of these men back to their former positions to which they were entitled. It seems to me that, in view of the position taken by the representatives of the former government, the men understanding that the prestige and the power of the government of Canada were at the back of the agreement, it is reasonable to assume that under the conditions that exist to-day, when this parliament is called upon to take some position with regard to the matter, it will see that justice is done to the men who are yet out of the service, and who are entitled under the provisions of the agreement to consideration. 1 am not just so sure, from the evidence which I have in my hand, that the ex-Minister of Labour was serious in the main in the negotiations to which I have referred. It struck me, Mr. Chairman, as a rather peculiar result, considering the number of months that the men, through their representatives, were negotiating with the representatives of the Grand Trunk Railway Company for the standardizing of the conditions, and asking to have them made the same as those which exist among the men on the Canadian Pacific railway and other railways throughout the country. The men exercised every reasonable means at their disposal to bring about a satisfactory arrangement between themselves and the company and failed. The only weapon that was left for them was the strike weapon, and on the 18th July, 1910, the men went out on strike. It struck me as rather peculiar that on the 20th July the Department of Immigration issued the following instructions to their immigration officials:

### 20th July, 1910.

Sir,-Owing to the great scarcity of railway labourers it has been decided to admit, with the exception of Asiatics, and irrespective of money qualification or direct journey, all railway construction labourers who are mentally, morally and physically fit, willing to work, and who are guaranteed employment by railway contractors or railway companies.

This means the relaxation of P. C. No. 920 and P. C. No. 924, and places railway labourers in practically the same position as farm labourers have been in the past. Acknowledge this letter and be guided by above instructions until otherwise notified.

Your obedient servant, (Sgd.) E. B. ROBERTSON, For Supt. of Immigration.

That communication was forwarded to the chief immigration inspector at Windsor, and on July 30, 1910, the following reply was sent to the department:

Windsor, Ont., July 30, 1910.

W. D. Scott, Superintendent of Immigration,

Ottawa, Ont. Dear Sir,-Received your letter dated 20th inst. re relation P. C. 920 and P. C. 924 pertaining to railway construction labourers. Will be guided accordingly till further no-

tice.

Respectfully yours, (Sgd.) THOMAS BRIAN, Immigration Inspector, Windsor, Ont.

The evidence is that under the relaxation of the immigration laws foreigners were permitted to enter this country to take the positions of the men who were standing out for justice at the hands of the company. It seems to me under those circumstances that the parliament of Canada is justified in taking some means by which a man entitled to be reinstated under the terms of this agreement could have some redress. It seems unreasonable that the president of this company can violate an undertaking which he has entered into with representatives of the men.

Mr. LANCASTER. Speaking of the immigration laws, what would the hon. memter think about having Mr. Hays deported as an undesirable?

Mr. WILCOX. I should give that matter my serious consideration. It does seem rather unreasonable that Mr. Hays, the president of a great corporation, can violate the provisions of an undertaking of the men and the company, that he can act in violation of the reports of the investigations of the judge, and say in the words of Sir Alexander Selkirk:

I am monarch of all I survey, My right there is none to dispute.

--that there is no power in Canada who can dictate to him. In view of the arbitrary regulations of this company, some steps should be taken by parliament to deal effectually with this case.

Mr. WILCOX.

Mr. CLARKE (North Wellington). Rariesenting such a constituency as North Wellington, which is served almost entirely by the Grand Trunk system, and living, as I do, at a divisional point on what are classified as branch lines, I feel it my duty to say a few words on this Bill. I have no objection to passing the Bill in its present form. I feel it would be most un-fair for us to obstruct it, and I am sure that that every man feels it is in the interest of this country that we should do everything in our power to help along our trans-portation systems. The whole discussion seems to hinge upon whether we should withhold this sum of money from the Grand Trunk Railway Company for the simple reason that they have not fulfilled the bargain they made with the trainmen and conductors at the time of the strike in July, 1910. Fortunately, in our town we had no expense and no occasion to call out the militia, although we have many hundred railway men living there all of whom were on strike. We were more fortunate than they were in the constituency of Brockville. But I must say that I consider the treatment meted out to the men after the strike was settled, has been very unfair and unjust. As I said, we are classified as being on the branch lines, but there is a tremendous amount of business transacted at our station. The objection I would take is that it is unfair for the company not to fulfil that part of their agreement that stipulated they should pay the men from the first of January, 1912, the standard rate of pay prevailing on all other roads east of Fort William. Old men who had been employ-ed for from 15 to 25 years, men working out of the town where I live, who had served the company effectually and honestly, and who had done nothing unmanly during the time of the strike, have in many cases not been reinstated and have had to seek positions elsewhere. Some of them have been reinstated, but have not been put back in their old positions, and to-day the men who are running the trains on the main line of the Grand Trunk railway are young men, who, up to the time of the strike had not been employed either as conductors or brakesmen on any line. The older men who were taken back were placed on the branch lines under the rate of wages put into force on May 1, 1910. Now that the standard rate of pay has been put in force for less than two months, the company are apparently trying to further harass these old employees by applying to the branch lines on which they have placed these oll employees this reduction of pay. At the meeting of the committee the other day, Mr. Wainwright, the representative of the railway, was asked, I think by the Minis-

ter of Labour, why they could not afford to pay the same wages as the Canadian Pacific railway are paying. He said it was because they were not so wealthy and had not received land grants, and had not land to sell. We in western Ontario all understand that at the time of the build-ing and construction of the Grand Trunk railway we voluntarily bonused the Grand Trunk by money grants in every munici-rality of Ontario and put ourselves in such a position of indebtedness that we are still smarting under the taxation we have to pay to redeem those bonds.

As I said before, I am not opposed to the passing of this Bill. I feel that it is in the interest of everybody, that it should be passed; but still I agree with the hon. member for Lincoln (Mr. Lancaster) that some amendment should be made, whereby the labouring men of this country, in whom we are all interested, would be protected in some way that would be satis-factory to them, as well as to those of us who live at divisional points on the line of the Grand Trunk railway, and who are, every day, brought into contact with people who complain that they are imposed upon by the management, who, as the hon. member for North Essex (Mr. Wilcox), said, seem to have control of all the power in the Dominion of Canada.

Mr. MORPHY (North Perth). I desire to say a word or two on this subject, representing as I do the north riding of Perth, in which is situated the city of Stratford, one of the largest railway cen-tres of Ontario, where thousands of men are employed in the workshops and train service of this great railway corporation. I have been drawn into the middle of the very harrowing circumstances that have arisen from the labour troubles which have been portrayed so clearly by the hon. Minister of Labour. To one who has perforce to mingle with the men and hear their statements as to ill treatment, breach of faith, breaking of agreements, and so forth, a question of this magnitude appeals probably with greater force than it does to a person removed entirely from the scene or from an intensified portion of the scene of action. I do not desire to delay the proceedings of the House by detailing events which have taken place. But, referring to the very complete and succinct statement, which was given yesterday by the hon. Minister of Labour, which, I believe to be true in every essential particular, I desire to be placed on record as saying that I think it is a national disgrace that any corporation can do as Mr. Hays admits he has done—deliberately break a solemn obligation into which he has entered with thousands of employees. I to add his splendid strong voice in pro-

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The transaction is one that would not, for a moment, live between man and man; it would not live for a moment between two great railway corporations on equal foot-ing prepared to fight in the courts or otherwise the point at issue; it would not live between members of any municipal body; it would not live in any coterie of society. It would be reprobated and condemned. I am sorry to say that the company are not asking for this legislation as a favour. I am sorry to say that the Bill is not one of that kind, that would give the members of this House the inal-ienable right to stand up in their places, and say it must not pass. Therefore, to my mind, this discussion is quite academic. It is unfortunate that it is so, in view of the statements made by the hon. member for North Essex (Mr. Wilcox). It seems that if those statements are true, the consensus of apinion in this House should be, that the national credit, working through this great corporation, the Grand Trunk Railway company, which borrows its money abroad, is somewhat at stake, lest we go too far on a Bill of this kind; lest it be said in the money-lending nations of the world, that the parliament of Canada is antagonistic to one of the great railway corporations which, must in the future, as in the past, be a great developer of the country. I therefore deplore the fact that it does not appear open to us to oppose this Bill. It has been put to me—and the fact that it has been so put to me does not deter me one whit-that if this Bill were refused, the great workshops in the city of Stratford, employing in one shop alone about 1,000 men, would be forced for lack of money to shut down and throw those men out of employment. That has been said to me by a man high up in the councils of the railway company.

### Mr. CURRIE. Not by me.

Mr. MORPHY. I was not aware that my hon. friend was high up in the councils of the railway company. I may say that it was a man infinitely higher than the hon. member for North Sim-coe. I would deplore it very much if, as a result of an attempt to fight for the interests of one branch of the men, the interests of another branch of the men were to suffer; and I leave it on record in this House that it is a dangerous thing for members of this House to be told any such thing; it is a dangerous thing that a mild and honeyed form of intimidation should be attempted by men in the employ of great corporations. I would to Heaven that the hon. member for Edmonton (Mr. Oliver) were here to-night test against such tyranny as this. It is strange to me that we have had no expression from members on the other side 'of the House, many of whom, in Ontario particularly, are affected by this matter.

Mr. CARVELL. Not very many.

Mr. MORPHY. The hon. gentleman's deputy leader is not affected, but he used to be. If there is to be a vote on this 'question, I desire to say that I would vote for an amendment that would enable us to say that whenever this company comes before this parliament again for 'anything in the way of a favour, even though it might lead to the development of the country, never again would a dollar be given to them unless they did the fair 'and square thing for the men who have been needlessly wronged in the present instance.

Mr. GRAHAM. My hon. friend who has just sat down has expressed in many ways my own views on this subject. I heard only a portion of the remarks of the Minister of Labour the other evening, and so far as the portion of his address to which I listened is concerned, I think his history of the case was accurate. The settlement of this very difficult question is in the Department of Labour, and not in the Department of Railways, but the Minister of Railways has a deep interest in it as the man-agement or conduct of the railways comes under his jurisdiction, indirectly at least, through the Board of Railway Commissioners. When the then Prime Minister and myself were in the west and heard of the strike we immediately wired Mr. Hays, who was on his way to British Columbia, that we wished to meet him at Vancouver or Victoria, I forget which, expecting to meet him there and take this matter up immediately. Unfortunately, Mr. Hays was unable to meet us, he taking another steamer a few days ahead of us, if I re-member correctly, However I was informed by one of my colleagues every day by wire as to how they were getting on with the settlement of the strike, and was very pleased to know later that the men and the company had come to an arrangement. There was a point left open, just before the settlement referred to by my hon. friend from North Essex (Mr. Wilcox) as to the time that should expire before all the men covered by the agreement should be taken back. The assurance was given to the then Minister of Militia and the Minister of Labour that there was a limit of 90 days, at the expiration of which the men should be taken back under the agreement, and the only men excluded from being taken back, as I remember, would be men found guilty of acts of violence or disorderly conduct. Now as I would understand it, and

as I always insisted to the Grand Trunk Railway Company, that meant men that were guilty of some overt act against the company's property, or against the peace, or inciting to, or indulging in, riots or some-thing of that kind, just as we ordinarily think that term means in any other agree-ment; and it did not mean to my mind, and does not mean, any act at all, of those men who took part in the strike in a legitimate way in order to carry out their side of the case. Negotiations were carried on for some time, and the difficulty was experienced that has been experienced by my hon. friend (Mr. Crothers). There is no legal machinery to compel the carrying out of such arrangement. You get so far and then it comes to a point of honour, That is as the law stands. After considerable negotiation-If I make any error I am open to correction, because I am speaking absolutely from memory-the Grand Trunk named Judge Barron to make a report to them after going over the line and hearing the men. As I understood it, Judge Barron was to make recommendations, but when his report was sent in he merely forwarded a statement of the situation which contained no recommendations as to who was to go back or who was to be left out.

Mr. CROTHERS. You are referring to the first report.

Mr. GRAHAM. The first report. I am going on to deal with the second one now. After consultation between the representatives of the employees and the Grand Trunk, I was approached by representa-tives of the men in the city of Toronto. They came from Ottawa to see me there, and asked if I personally would take the matter up and see what could be done for them, they both agreeing that I should have something to do directly in trying to have the agreement carried out. I consented, and the first thing I did was to ask both parties: 'If Judge Barron makes a recommendation will it be agreeable,' because to my mind Judge Barron's report without recommendations was cf very little use. That merely gave a general résumé of the situation, but did not contain any distinct conclusion that he had come to. Both parties agreed, and I thought the men were very liberal in that agreement—the latter agreement with me, I mean. The agreement they had with the Grand Trunk was plain to my mind, and could only admit of a very few men out of the entire number of employees not being taken back. Under Person did not being taken back. Judge Barron did make his report containing recommendations, but I forget the date.

Mr. CROTHERS. August 18.

Mr. MORPHY.

Mr. GRAHAM. Shortly after that time I had not so much to say in public affairs in an authoritative way as I had at that time, and the contents of that recommendation I am not wholly conversant with. I immediately wrote to the Grand Trunk saying: 'Here is another agreement that has been made with me personally, that your company and the men would abide by the specific recommendations of Judge Barron. Now there is nothing to do but to carry those recommendations out.' Tf they have not done that, they have not kept their second agreement, there is no getting around that, and I have no patience with men in high or low life that will not make a serious attempt to carry out a serious agreement they have entered into. My hon, friend the Minister of Labour will understand, in his position and in the negotiations he has had, that we oftentimes used terms that are not parliamentary. However, this much I want to say: In the negotiations in which I took part the men's representatives seemed reasonable, in some cases beyond what I anticipated they would be. Whenever a proposition was made to them, so far as I can recollect, they would always go fully halfway to meet the company in everything that was adopted. Now the point that I feel like criticising the Grand Trunk most severely for is this: First, in not taking all the men back under the agreement, and second, and of very little less importance, the fact that many of the old employees were not at that time put back in the positions they formerly held. I have travelled on the Grand Trunk many years; and I do not believe there is a man in this House that knows a greater number of the trainmen on that railway than I do, that is, conductors and brakesmen, and I found conductors of the highest standing in many towns -in the cities of Montreal, Toronto, St. Thomas, Stratford and other centres-

## Mr. LANCASTER. And Niagara Falls.

Mr. GRAHAM. I found men who I know are honest and upright men, against whom there has never been a serious complaint in all their years of service, who were put back running local trains instead of on the through runs they had before the strike. I maintained at that time, and I maintain now, that it is absolutely unfair and in direct violation of that agreement as I understood it. As to the Bill before the House, my hon. friend from Lincoln (Mr. Lancaster) says it is a very difficult question to declare how far we ought to go, as there are so many interests involved. I want to suggest to the Minister of Labour, however—it is along the line I think of something he has said to the House—if there is no

method in the statute-book by which the Act as enforced by my hon, friend can be amended so that some tribunal will be formed, in addition to the one we have how, to assist in bringing about agreements. some tribunal that will have behind it full machinery to compel parties when they make an agreement to 'carry it out in all its details, I will support him every time in passing such a 'statute. And if, at the present time, an amendment can be made to this Bill along that line I would not object one iota. I think, however, that any Act that we pass 'hereafter regarding the settlement of disputes between employees and companies will absolutely apply to this company as well as to any other.

well as to any other. There is no question about that. But I want to go on record strongly that I am in favour of supporting any legislation that will provide adequate machinery, in addition to that which we have, to compel companies when they make these agreements, to carry them out in every detail or be punished according to their offence.

Mr. CURRIE. As the member in charge of this Bill, I desire to say a word or two. This Bill does not deal at all with any labour legislation or anything in connection with the labour question of the Grand Trunk railway. It is purely a domestic Bill, having nothing to do with the relations of the Grand Trunk Railway with the public. It does not provide for this parlia-ment giving to the Grand Trunk Railway a large sum of money as my hon, friends on the other side of the House stated **a** little while ago. As to my personal rela-tions with this Bill, they are purely those of the member who is asked to take charge of private legislation. The first Bill I had the pleasure if moving in this House was a divorce Bill. Now, I am absolutely opposed to divorce. Still, as a member of the Commons, when I was burdened with the duty of introducing that Bill, I made no objection, because I considered it a duty to do anything I could to further private legislation. Mr. Wainwright of the Grand Trunk Railway, asked me to take charge of two Bills for their company. I asked him if they contained anything of a public or contentious nature and he told me that they did not. I readily agreed to take charge of them. The Bills went to the Railway Committee. I remember reading how Sir Roger de Coverly said that when he read an almanac or a few books on medicine he had all the symptoms of rheumatism and gout, without the pain. My Bills have all the symptoms of labour legislation, but they do not contain anything whatever connected with that subject. I infer that this Bill is attacked purely because some members did not desire to attack the

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legislation of a few days ago which pro-posed to give this railway a grant of four or five millions because that was a public Bill, but preferred attacking this private Bill. No man in this House has more sympathy with labour men than I have. I have laboured with my own hands in my youth, and am prepared to do it again if mecessary. My sympathies are all with the men. I cannot say anything to justify the action of the management of this road in refusing to carry out this agreement. But that has not anything to do with this legislation. This provides for the domestic business of the Grand Trunk Railway and enables them to raise scmething like \$30,000,000 of their own money for the improvement of the railway and the benefit of the people of Canada. If there had been any objection to this Bill by the men working on the Grand Trunk railway, I would be prepared to withdraw it; if it can be shown that there is any objectionable clause in the Bill, I am willing to withdraw it. But I had a conversation with the Chairman of the Grievance Committee of the Grand Trunk railway yesterday evening when we went into committee, and he told me he hoped that nothing would be done to the Bill, but that it would be allowed to pass quietly. Many of the members of this House have never been workingmen; they are professional men. But let all mem-bers understand that the sturdy honest workingman is far more in fear of a strike and of industrial troubles than are the corporations. And the politician who does anything that will tend to set the companies and the men against each other is committing a crime against the workers instead of doing them a favour. At this moment the clouds of industrial strife hang heavy in the sky or loom upon the horizon. In Great Britain we have the great coal miners' strike, with industries of all kinds tied up and the loss of millions every day. Troubles are on in the United States at this time. And to-day trouble looms be-tween this road and its men. The duty of every public man, to my mind, especially the duty of every man who has a seat in the parliament, a duty which must appeal to every parliamentarian, every man who desires to represent fairly all the people, rich and poor, is to do everything in his power to avoid misunderstanding between the men and the corporations. I do not justify the conduct of the president of the Grand Trunk railway, Mr. Chas. M. Hays. If I were asked to say what the discussion of the last few days in this House means, I should say that it simply means that the president of the Grand Trunk railway has lost his usefulness so far as Canada more than a year ago, when some of them is concerned, for both the workmen and interviewed me in the city of Toronto. My

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the parliamentarians, both Grit and Tory, seem to have lost faith in him.

I am in the hands of the House so far as this legislation is concerned. I would ask the House to consider whether it is worth their while to import further labour discussion into this matter, or whether we should not, as men who represent the people, do what is best in the interest of all. Any amendment moved to these Bills that is in the public interest, I shall be glad to accept. But bear this in mind: I do not represent the Grand Trunk railway here as against its men. For if it comes to a fight between the Grand Trunk railway and its men, and the Grand Trunk railway is wrong, I am ready to support the men, either on the floor of this House or on the hustings.

Mr. A. C. MACDONNELL (South To-ronto). I have no desire to say much, but I do wish to say a word or two for the purpose of going on record on this Bill. I have known some-thing of the difficulty between the men and the company in connection with this strike since its inception. And, although at this late stage there is very little use in going back into any details regarding that strike, still, it is perfectly true to say, in a word, that the Grand Trunk railway have not kept any part of its agreement. This House last night heard the very candid and lucid statement of the facts made by the Minister of Labour (Mr. Crothers). Those facts are all before the House, and on those facts, if we were here as a jury there could be but one verdict, and that is that the Grand Trunk Railway Company has exhibited an utterly shameless disregard of the word of its president and its high officers, and of its own honour in the way of carrying out its agreement. The question before parliament is dealing with the Bill now before this committee. Two wrongs do not make a right. The fact that the Grand Trunk Railway Company has been wrong in the way it has treated the men is one item that must be dealt with by itself, and on its merits.

It is a good thing this discussion has arisen, because I think by this time the Grand Trunk Railway Company will have become aware of the breadth, and depth, and extent of the dissatisfaction of the pub-lic with regard to the behaviour of their chief officers. The Bill is a fair and rea-sonable Bill as amended, and I doubt very much the wisdom of blocking legislation of this kind for some other and ulterior purpose, although that purpose may be a good one in itself. My idea of what the remedy should be was expressed to the men

opinion was, and is still, that this agree-ment should have been taken. It is to be borne in mind that the agreement is carefully drawn, its terms are most precisemy idea was and is that there should have been an Act drawn up in the very words of this agreement, and in that Act there should have been penalties imposed for breaches of it; it should have been made an Act of parliament, and in that way there would have been some means of carrying out the sanctions which it con-tained. That has not been done, and it is too late now to introduce legislation of that kind this session. I am quite satisfied with the statement made by the Minister of Labour last night, that it is his inten-tion and the intention of the government to take this matter into consideration, and to bring in some kind of legislation, probably of an omnibus character, that will deal with these matters in future, and compel these quasi public service corporations, which are only quasi private corporations, to carry out in good faith all their undertakings and agreements. There would have been no difficully in the Grand Trunk Railway Company carrying out the terms of this agreement. The House had not learned, until the ex-Minister of Railways (Mr. Graham) had spoken, of the full extent of the misbehaviour of Mr. Hays; because the ex-Minister of Railways has told the House this evening that he had at least one subsequent verbal agreement with Mr. Hays, which Mr. Hays broke. If Mr. Hays cannot keep his verbal agreements he cannot keep any agreement, and it is just as serious for a man in Mr. Hays' position to commit a breach of a verbal agreement with the ex-Minister of Railways, as it would be to commit a breach of a written agreement. So there is no punishment too great for this company which can be fairly devised on a workable basis. I hope that if the amendment of the hon, member for Lincoln is not carried to-night and placed in this Bill, there will be legislation enacted at an early date that will cover this case. Of course, the hon. member for Lincoln, being a lawyer himself, will understand that subsequent legislation if properly worded, can be made retroactive to apply to this case, and legislation at the next session of parliament can be made effective to cover every branch of this par-ticular agreement. Unfortunately, how-ever, by that time the men will have largely been scattered, and it will be almost immediate the men the terms At the present time the men, in many cases, have gone to other employments, and have ceased to knock at the door of the Grand Trunk Railway Company in the hope of being taken back. The House I think will be satisfied with the pledge of the Minister of Labour that at an early date legislation will be introduced that will sional superintendents.

cover cases of this kind, and remedy the evils that have been brought to our attention.

Mr. BORDEN. Before the section is carried, I would like to say a few words on the general question. I need not go over the facts set forth last evening by the Minister of Labour, nor the remarks this evening of the hon. member for South Renfrew. To sum it all up, there was an agreement made, I think, on the 31st of July, 1910. It is of course, true, that a great number of men, I think between 3,000 and 4,000, have been taken back under that agreement, and the unfortunate differences, that have occurred apply only to some 150 or 175 men, respecting whom His Honour Judge Barron, made an investigation. That was agreement No. 1. It was carried out so far as the very large portion of the men are concerned, but it was not carried out in respect to about 175 of them. Then there is agreement No. 2, which my hon. friend from South Renfrew informs us, was made with him personally, and which, as I understand him, was virtually an agreement that the recom-mendation of Judge Barron would be car-ried out. It would appear from the very complete statement of the Minister of Labour, and from the observations of the hon. member for South Renfrew as well, that that agreement has not been carried out, in its entirety at least. Then there is a third agreement which has not yet been alluded to, an agree-ment of the 17th of February last. That agreement was made between vice-president Kelly, of the Grand Trunk Railway Company, and a committee of the men. The effect of that agreement was this, that as between the new men who were taken on during the strike, and the men who were reinstated after the strike. and who have continuously remained in the employment of the Grand Trunk Railway Company since, seniority should continue as it stood at the date of that agreement. Two of the committee with whom I had the opportunity of dis-cussing this matter yesterday, and whom I found to be exceedingly reasonable men, informed me that if that agreement were carried out, it would do a great deal to satisfy the men who had returned to the employment of the Grand Trunk Railway Company, but who had not been reinstated up to that time in the positions which they previously held. It would appear that that agreement is being carried out, but on some of the divisions not very rapidly. I would infer from very rapidly. I would infer from what the men told me, that some of the difficulty has arisen by reason of the peculiar disposition of some of the divi-sional superintendents. For example,

they told me that on the Ottawa division that agreement of the 17th of February, has been carried out in its entirety, and there is no cause of complaint in that respect. I should also say, that the agreement of the 17th of February last contains this further condition, that as between the men who returned to work after the strike, their seniority, their relative seniority, should be that which they possessed on the 17th be that which they possessed on the 17th of July, 1910, the day before the strike took place. While they stated that the agree-ment was not all they asked, or all they would have desired, still it was reasonably satisfactory, and all they had to complain with regard to it, was that on some of the divisions at least it was not carried out as rapidly or as satisfactorily as they had hoped.

Now I am disposed to admit that the conduct of the Grand Trunk Railway company with respect to these men, who have not been reinstated, as it was agreed they should be reinstated, is not such as should commend itself to the members of this House. It must have been exasperating to the late government, and it has been very exasperating to the present govern-ment. But I think, nevertheless, that if parliament and the government propose to intervene, and it may be necessary to intervene in a very decided manner in this case, it ought to be done by direct legislation, and not in an indirect man-ner. Let us look for a moment at the situation, having regard to some of the considerations which have been put forward by hon. members this evening. There are at the present time two Bills before parliament in which the Grand Trunk railway company are concerned. One is, an agreement by which it is proposed to raise about \$30,000,000 for the purpose of railway development in Canada. The other Bill which we shall reach in a

little while, is for the purpose of confirming an agreement entered into between the Grand Trunk railway and the Temiskaming and Northern Ontario Railway Commission. is certainly of importance not It only to the people of this country as a whole but especially to the labouring men and to the railway men of Canada that capital should come into this country from abroad for the purpose of railway development and it would be a very serious proposition if, by reason of these differences, we should attempt to con-trol the Grand Trunk railway by any direct means of this kind. It would not seem to me that such a course ought to commend itself to this House, but we have a right to remember, and the Grand Trunk Railway company would do well to remember, that Mr. BORDEN.

of parliament. This agreement was entered into under the auspices of two members of the late administration. The men were induced to return to work by representations, in which members of the government -that is members of a committee of this parliament appointed to carry on the public affairs of this country-took part and the men were led to believe that that agreement would be carried out. To a certain extent, the government and parliament, as represented by these two gentlemen have a somewhat direct interest in seeing that the agreement is carried out and a certain duty as well. But there does seem to me at the present time to be a certain differ-ence of opinion as to the exact facts. The men themselves with whom I discussed this subject, and whom I asked to tell me the exact number of men who had been in the employment of the railway company, who were willing to be taken back by the Grand Trunk and to whom employment was refused, were not very definite and admitted that there might be a great deal of doubt with regard to the matter. On the other hand, the represen-tative of the Grand Trunk Railway com-pany, with whom I also discussed this question, Mr. Wainwright, I found to be exceedingly reasonable in his views, so far as he expressed them to me, and I am inclined to think that, if this matter were left to be disposed of between the men on the one hand and Mr. Wainwright on the other, there would not be very great diffi-culty in settling all the differences existing between the Grand Trunk railway and the men. As far as Mr. Wainwright is concerned, he assured me that he did not know of any men who were still willing to enter the employment of the Grand Trunk, but that if any of these men could be discovered or brought to his attention he thought there would be no difficulty about their entering the service of the company again. That, of course, is not the view which was taken by the men. The government or the parliament of this country, if further necessity should arise in that regard, could investigate this question. The government could do it under the Inquiries Act and certainly parliament could do it by a committee of this House and it might not be impossible by direct legislation en-acted by this parliament to bring about the fulfilment of the agreement. these matters are worthy of our ious consideration, but it would A11 sernot be in the interest of the railway men of this country themselves or of the people of this country as a whole that we should fail to consider this Bill upon its merits or that we should say that, as far as this Bill and the next Bill are conthis agreement has special features which cerned, they shall not be passed. I do not seemed to commend it to the consideration for a moment minimise the importance of cerned, they shall not be passed. I do not

insisting that this agreement shall be carried out in good faith, and that these men who have not yet been reinstated shall be reinstated, but I do not consider that this parliament should say that this Bill before us shall not pass, having regard to the many thousand of men-railway men and other labouring men in Cánada-whose interest will be directly affected if this money is not provided by the Grand Trunk rail-way for development. I would rather as-sume it to be the duty of parliament to effect whatever interference it may think proper in such a case as this by direct legislation, dealing directly with the agreement and taking such measures as parliament may think desirable to enwhich was made in good faith on both sides and which ought to be carried out in good faith on both sides.

On the preamble.

Mr. LANCASTER. In view of the statement of the right hon. Prime Minister (Mr. Borden) and upon reflection, I would consider that the amendment I suggested in a tentative way would not be necessary if legislation is going to be passed to cover all such cases as mentioned by the Prime Minister. I therefore would not embarrass the committee by insisting upon putting the amendment in this Bill. I think that, in view of what the Prime Minister says and upon reflection we could draw an Act of Parliament which would cover that case and which would do in a more effective way what I wish to do by this amendment. Therefore, I am not going to insist upon the amendment.

Bill reported, read the third time and passed.

# AGREEMENT BETWEEN GRAND TRUNK AND TEMISKAMING AND NORTH-ERN ONTARIO RAILWAY COMMIS-SION.

House in committee on Bill (No. 145) to ratify and confirm certain agreements betwen the Temiskaming and Northern Ontario Railway Commission and the Grand Trunk Railway company of Canada.--Mr. Currie.

On section 1,

Mr. GRAHAM. May I ask the Minister of Railways on what this agreement is made?

Mr. COCHRANE. It is on the basis of running rights. It is on a wheelage basis. The Grand Trunk railway pay so much a year rental and so much for the upkeep of the road.

Mr. GRAHAM. It will be in the Bill?

Mr. COCHRANE. Yes, it is all in the Bill.

Bill reported, read the third time and passed.

## CONSIDERED IN COMMITTEE THIRD READINGS.

Bill (No. 157) respecting the subsidiary High Court of the Ancient Order of Foresters of the Dominion of Canada-Mr. Macdonell.

Bill (No. 184) respecting the Imperial Loan and Investment Company of Canada -Mr. Sharpe (Ontario).

Bill (No. 192) to incorporate the Ottawa and Lake McGregor Company-Mr. Fripp.

Bill (No. 194) respecting the Montreal Central Terminal Company—Mr. Lennox. Bill (No. 195) respecting the Montreal and Eastern Railway Company—Mr. Lennox.

# QUEEN'S COLLEGE AT KINGSTON.

Mr. NICKLE moved that the amendment made by the Senate to Bill (No. 68), respecting Queen's College, at Kingston, and to change its name to Queen's University at Kingston be agreed to.

Mr. GRAHAM. What is the nature of the amendment?

Mr. SPEAKER. The amendment is practically the same as the one in the other Bill. The original Bill says that the university shall be distinctively Chris-tian, that there shall be a religious test. The amendment says that the trustees shall satisfy themselves of the Chris-tain character of those appointed to the teaching staff.

Mr. NICKLE. I may say that the promoters of the legislation acquiesce in the proposed amendment.

Amendment agreed to.

## SUPPLY-CONCURRENCE.

House proceeded to consider resolutions reported from Committee of Supply.

Department of Inland Revenue-salaries, \$107,937.50.

Mr. PELLETIER moved that the said resolution be amended by inserting 'in-cluding Thomas H. Burgess at \$1,000.' He said: I move this in the absence of the minister. It does not change the amount.

Sir WILFRID LAURIER. It does not change the vote, but it changes the law. I do not object; but this is one of many items which have been voted contrary to the Civil Service Act.

Department of Mines-salaries, \$235,030.

Mr. NANTEL moved:

That resolution No. 20 be amended by adding after the word 'salaries' the words 'including the promotion of one clerk in Geological Survey Branch from second division, subdivision A, to first division, subdivision B.

Mr. SPEAKER. I am rather of the opinion that this amendment is scarcely permissible, because when the vote passed it was for a certain number of clerks who were drawing a given salary.

Mr. GRAHAM. It is appropriating the money for a purpose different from that for which it was voted. The question is can it be done legally. If so we will not object.

Mr. MONK. The amendment only consists of some verbal changes.

Mr. GRAHAM. The point is that a certain sum of money was voted for a certain purpose. By this amendment it is proposed to change purpose, and give money to a clerk in another division.

Mr. BORDEN. I would think there is no objection to the amendment. In the first place it does not increase the burden upon the people in any way. The vote is for salaries in a certain department, and I do not know exactly why it is necessary to state that any portion of the money is for the purpose of making a promotion. My hon. friend from Russell (Mr. Murphy), is very familiar with the Uivil Service Act, and perhaps he can explain why this is necessary.

Mr. MURPHY. There is a special provision in the Act prescribing this procedure. You have to do it by vote, naming the officer.

Mr. GRAHAM. My hon. friend is wrong. This does not name the officer, this is a certain amendment which has been moved by the Minister of Inland Revenue.

Mr. MURPHY. I understood the case to be one in which the motion was to give an officer an amount in excess of what he could receive under the Act.

Mr. BORDEN. It is merely a statement that the salary is to include the promotion of the officer from one division to another. The resolution does not name the officer, and does not seem to contravene the provisions of the Civil Service Act in any way.

Mr. PUGSLEY. It seems to me that if this is doing something that is provided for by the Civil Service Act, it is not necessary to have it done in this way. If, under the Act, the requisite organization of the department is made, then all that is

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necessary is to vote the salaries. The very fact of requiring a resolution shows that this is contrary to the Act and intended to get around it. Otherwise there would be no necessity for it. If you have the proper organization you can have a promotion, but that promotion must be by order in council, not by Act of Parliament.

Mr. SPEAKER. The Civil Service Act provides that promotion from one class to another in an outside department shall be by order in council, but if the promotion is in this House it must be by resolution of the House. This is promoting from one class to another without the requisite order in council, and providing the salary for that purpose under this resolution, if I understand it correctly.

Mr. PUGSLEY. The officer in this case is not an official of the House.

Mr. SPEAKER. No.

Mr. BORDEN. Then the promotion must be by order in council.

Mr. MONK. It is providing the necessary money.

Mr. GRAHAM. If we are not careful we shall get tangled up on a bad principle. It is not customary when votes have been passed for a specific purpose to change them in the way proposed here. We have passed a certain amount for class A or class B, as the case may be. Now, it is proposed that the vote in question shall mean the promotion of somebody from one class to another. What I am afraid of is that unless we are careful we will be adopting a bad principle for the future by changing the resolutions after they have passed the committee.

Mr. MONK. At any rate the amount is voted and there is no insertion of any name.

Mr. GRAHAM. In the resolution previously passed the name was inserted.

Mr. MONK. In this case it is not a question of inserting a name, and my hon. friend the Minister of Inland Revenue is acting on the advice of his department in proceeding in this way.

Mr. PUGSLEY. Does it not mean that you are at variance with the provisions of the Civil Service Act, and that you wish to override that Act?

Mr. MONK. I do not think so.

Mr. EMMERSON. If it is intended to be in accordance with the Civil Service Act, the promotion must be by order in council.

Mr. SPEAKER. I do not think you are promoting by this resolution, but you are

providing a salary for promotion, and the mame of the officer is not mentioned at all.

Mr. PUGSLEY. It seems to me that this is quite an irregular proceeding in concurrence, and if we do this in one case where shall we draw the line?

The object of going into committee is that matters may be fully discussed. But I cannot see the object of this. The com-mittee has voted the lump sum of four or five hundred dollars for salaries, and that amount is available to pay salaries. It is proposed here to make an alteration so as to make it include the promotion of one clerk from one subdivision to another. Why is that necessary?

Mr. MONK. The only point, I assume is that this promotion is to be made by order in council, but has not been made, and this is intended to provide for the salary when the promotion has been made.

Mr. OLIVER. It cannot be a proper procedure to make an alteration in a sum passed by the committee.

Mr. MONK. There is no change in the sum.

Mr. OLIVER. Or to make an alteration in the disposal of the sum passed by the committee, just as it would not be possible to make a change in a Bill without going into committee. It is a well understood rule that when a Bill is passed by com-mittee and stands for third reading, an amendment cannot be made by the House; the Bill must be referred back to the committee for amendment. These estimates are exactly in the same position. If an amendment is desired to be made, then, under the rule—aside from any question of fairness-that amendment must be made in committee. But on the ground of fairness such procedure as here proposed should not be taken, because members interested in the item have had no notice that any change is contemplated.

Mr. SPEAKER. I think the hon. member (Mr. Oliver) is wrong. This is not in the same position as a Bill standing for third reading. The only point to be kept in view is whether there is a change in the use of the money which has received the consent of His Royal Highness the Governor General. A change cannot be made in the purpose for which the money is given or to increase the amount.

Mr. EMMERSON. I ask for information, Mr. Speaker. Am I to understand your ruling that a resolution can be changed on concurrence without being referred back to committee?

Mr. SPEAKER. Yes.

be done what would be the use of moving to strike out items on concurrence, which is a common everyday practice. The supposed rule referred to by the hon. member (Mr. Oliver) has no existence.

Mr. PUGSLEY. If you strike out the item, you do not concur in it; that is all; the item drops. But here it is proposed to alter a resolution of Committee of Supply. I cannot, for the life of me, see

Mr. BORDEN. Let us not waste too much time over it. Let it stand and get some explanation. I tried to explain to my hon. friend the occasion of this For example, if you look at change. the supplementary estimates you find a great many items like these: To provide for the promotion of nine clerks from first division subdivision B to second division subdivision A. These promotions 'from the 1st division subdivision B to '1st division subdivision A; to provide for the promotion of seven clerks from the third division subdivision B to the third division subdivision A. These promotions must be made in accordance with the Civil Service Act. It seems that one was omitted. The Department of Finance has brought to the attention of my hon. friend the Minister of Inland Revenue (Mr. Nantel) an item which should have been men-tioned in that way in connection with the one which has been under discussion. It only relates to a sum of \$25, and it is merely to make it in accordance with the Civil Service Act.

Mr. PUGSLEY. In view of it being a little one I withdraw my objection.

Intercolonial railway-to increase accom-modation and facilities along the line-further amount required, \$5,330.

Mr. EMMERSON. The Minister of Railways is absent, but I would like to have called to his attention the necessity of connecting the new public wharf, which the Minister of Public Works is completing at Sackville, New Brunswick, with the main line of the Intercolonial railway. We have the right of way to the wharf, but no connection has as yet, been made, and in order to facilitate shipments at that wharf, a short branch or spur line or sid-ing requires to be put in, in the interest of everybody concerned.

Mr. MONK. I will make the necessary representation.

Intercolonial railway-further amount required, \$500,000.

Mr. EMMERSON. I would like the attention of the Minister of Railways called Mr. BORDEN. Of course. I have seen to the conditions connected with the operit done a hundred times. If that could not ation of what is known as the Ocean Limited express, between Montreal and Halifax.

That is a through and fast express, which was inaugurated in 1905 between Montreal and Halifax, and the rule was adopted in my time by the department that it should not haul any official or private car. I felt that in the interest of that train, it was necessary to have such an order, and accordingly it was issued and observed. It prohibited even the hauling of the car of the Minister of Railways.

Mr. MONK. Is it an order in council?

Mr. EMMERSON. No, an order of the department, but I am not certain that it was not made an order in council. The only occasion when it was departed from during the period of which I speak, was at the instance of His Excellency the Governor General, under certain urgent circumstances. Within the last two years, the conditions have been entirely changed and without any cancellation of the order in question, the officials are permitting all manner of private cars, to be hauled by that limited train, although a like thing is never allowed by any railway system in Canada or the United States in connection with through limited expresses. This express on the Intercolonial railway is limited making only 17 stops between Montreal and Halifax. It stops at divisional points and centres, and at junction points, but nowhere else. It has served to advertise the Intercolonial railway throughout the United States in a way that no other agency has done. Notwithstanding this, within the last two years oftentimes in found to and fro on that train, I have found even two of the official cars of the managing board being hauled at one time, with the result that the train was delayed, quick time was not made, and the whole character of the train was affected. I think the maintenance of the rule should be insisted upon, and I would suggest that the Minister of Railways look into the matter. It does seem to me that the officials of the Intercolonial railway can find other trains to which their private cars can be attached, without interfering with, or delaying, the travelling public, who have occasion to ride on trains, and to whom it is represented that they will have this rapid, through train service. In this connection I would urge that the Ocean Limited, be continued throughout the year. If any train is discontinued as a through train. let it be the Maritime Express. That train would run in winter over a porditions, during the winter season, the Ocean Limited is taken off, and the maritime express only is continued. was pointed out that the government had

Mr. EMMERSON.

I would have reversed and allow the maritime express to run to Campbellton and back to serve the purpose of the province of Quebec. I would also have competition with the Canadian Pacific, and in order to get the through traffic which we do not now get in winter I would continue the Ocean Limited, which would serve the travelling public better and result in larger earnings to the Intercolcolonial, during that period than is now the case. I simply mention these matters so that the minister will take cognizance of the situation, and I hope what I have said will meet with his approval after he has given it consideration.

Mr. MONK. I will see that the minis-ter is informed of the observations of my hon. friend, and I hope he will concur in the suggestion that the Ocean Limited should be run in winter. I do not think these occurrences have taken place since this government have been in power, at least not as far as the Minister of Railways is concerned because he has only been to the maritime provinces once, and that was in winter when the Ocean Limited was not running.

Mr. EMMERSON. I do not wish to be understood as saying that the minister has had his private car hauled by the Ocean Limited. But the managing board are doing that, and they are also allowing the private cars of other railways, and cars connected with the railways in the United States to be hauled by the Ocean Limited. It is a courtesy extended to those railways and the like courtesy is extended when our Minister of Railways or the officials of the Intercolonial visit the That courtesy, however, United States. does not extend to limited expresses. In the United States they will not take anybody's car on these trains, and there is no reason why Americans should come over here and have their cars attached to our limited trains any more than there is any reason why we should go over there and ask a like courtesy. I say that the man-aging board of the Intercolonial have permitted their cars, and other cars to be attached to the Ocean Limited greatly to the detriment of that train and to the injury of the travelling public.

Harbours and rivers-French river waterway improvements, \$100,000.

Mr. MURPHY. I wish to renew the inquiry I made last night, and which, by arrangement, with the hon. Minister of the Interior (Mr. Rogers), was to be repeated when the hon. Minister of Public Works (Mr. Monk), was in his place. It is in reference to item 507 for \$100,000 for the French river improvements. Last night it declared its policy with regard to the Welland canal, that it had brought down an estimate of \$200,000, and had approved the route. I desired then to know, and now beg to address my inquiry to the Minister of Public Works, what the policy of the government is in regard to the Georgian Bay canal. I would, therefore, ask my hon. friend to let us know if the \$100,000 is to be expended for work that is to form a part of the Georgian Bay canal?

Mr. BORDEN. What is the hon. gentleman's question?

Mr. MURPHY. I find that in item 507 there is included \$100,000 for the French river improvements, and what I desire tc know is if that is to form a part of the Georgian Bay canal, or what the policy of the government is in regard to the Georgian Bay canal?

Mr. MONK. The object of that vote of \$100,000 is the improvement of the navigation on French river, and thereby to render traffic easier between the Great Lakes, Lake Nipissing and North Bay. There would be, if the improvements were carried out, an immense saving of time and cost in the conveyance of coal and all other freight from the Great Lakes through French river to Lake Nipissing. We cannot expect to carry out that improvement for the sum of \$100,000, but we can begin to improve the navigation. Of course, improvements of that kind are on the Georgian Bay canal, and whatever is done in the way of improvements to navigation in that direction will diminish the cost of the canal. We have been making improvements, for instance, near Montreal to the River Du Prairie. We had about \$30,000 expended last year in cleaning up the river, and that is so much money which will be saved if ultimately the Georgian Bay canal scheme is carried out. But, I do not think it is necessary for me to repeat what has already been said, that the whole project is under careful consideration, and that it must be more fully considered when we have more time before a pronouncement can be made upon it. In the estimates we have placed \$12,000 to revise all previous calculations. The calculations made previously are now somewhat old, we want to have them revised, and they will be revised most carefully during the next few months. We will then be in a better posi-tion to appreciate exactly what the cost of this great work will be.

Mr. MURPHY. Then I take it for grant ed that the expenditure of this \$100,000 is not for work connected with the Georgian Bay canal?

Mr. MONK. Just in the way I have stated it to my hon. friend.

Mr. MURPHY. What is the character of the work to be done under this item?

Mr. MONK. My hon. friend is aware that many years ago, in fact, when the last government came into power, there was a question very much discussed and the scheme consisted in deepening the French river and improving navigation so as to facilitate navigation between the Georgian Bay and Lake Nipissing, and give access to boats of a certain draught to Lake Nipissing and North Bay. It is in that direction that we are doing this work.

Mr. MURPHY. Do I understand my hon. friend to say that there is an item of \$12,000 in the estimates for the revision of the surveys and other work connected with the Georgian Bay canal scheme?

Mr. MONK. I am asking the adoption of this item precisely for the purpose of revising with care all the past estimates of cost so as to be able to lay before the government something absolute, something more certain as to the cost of that work. These estimates are now somewhat old, and we want to revise them.

Mr. MURPHY. Is there a further item of \$12,000?

Mr. MONK. Yes.

Mr. GRAHAM. Has my right hon. friend the Prime Minister (Mr. Borden) considered the advisability of having, particularly the canal portion of this work, constructed by the Department of Railways and Canals rather than by the Department of Public Works?

Mr. BORDEN. We have not taken that matter into consideration.

Mr. MURPHY. Then it will not misrepresent the purpose of this vote to say that it is not intended to form any part of the Georgian Bay canal construction?

Mr. BORDEN. It is intended for exactly what the vote is.

Mr. EMMERSON. It could hardly be for that because I understand the minister to say that they have not decided upon the construction of the Georgian Bay canal, and that further inquiry and consideration are necessary.

To provide for the expenses of the International Fishery Commission under treaty for joint fishery regulations in waters contiguous to the boundary line, \$5,000.

Mr. BORDEN. The printer has left out the amount in this item, and I, therefore, move that it be corrected by inserting '\$5,000.'

Mr. GRAHAM. In that connection, my hon. friend the Minister of Marine and Fisheries (Mr. Hazen) has placed upon 'Hansard' a very important statement setting forth the exact position of affairs in reference to the treaty. It is quite lengthy and at my request he prepared the statement and put it upon 'Hansard.' If any hon. members want to see what the two countries are doing with reference to the treaty the facts will be found in 'Hansard' of to-day.

Item as amended agreed to.

Civil Government-to provide additional amount for private secretary, \$700.

Mr. LEMIEUX. In what department is this private secretary?

Mr. MONK. Public Works Department.

Mr. LEMIEUX. How many private secretaries has the minister?

Mr. MONK. I have only one.

Mr. LEMIEUX. Well, I see two items, one for \$700 and another amount, under item 462, for \$2,800. Is that for the same private secretary? What is the whole amount paid to this private secretary? There seems to be a misprint somewhere.

Mr. MONK. The salary is \$2,400 and nothing more.

Mr. LEMIEUX. How long has this secre-tary been in the department?

Mr. MONK. Since I became minister.

Mr. LEMIEUX. Without being over-crit-ical it seems a large salary for a private secretary who has just come in. If the minister should leave the department tomorrow this new official would remain in the department with what I consider a very large salary. When I came in in 1896 the salary of a deputy minister was not much above \$3,000.

Mr. MONK. I am not prepared to enter into a discussion at the moment. In my department the private secretary must know both languages, I have a very large correspondence in French, it is an excep-tional qualification. My secretary can write shorthand in both languages equally well, and write both languages equally well. The work is extremely difficult, it requires special qualifications and the secretary works early and late every day and earns every dollar of this.

Mr. EMMERSON. The present arrangement is that the \$600 allowance is abolish-

Mr. BORDEN. No, I think that is a mis-take, I do not think it is abolished.

Mr. EMMERSON. That would make the salary of the private secretary \$3,000 now. Commerce, 1911.-Mr. Foster (Toronto). Mr. BORDEN.

Do private secretaries get now \$2,400 plus the usual allowance?

They can be allowed Mr. BORDEN. that.

Mr. LEMIEUX. What was the maximum before? They got \$600 and a clerkship.

Mr. BORDEN. \$1,600 was the maximum.

Mr. LEMIEUX. A private secretary can now receive \$2,400 plus the \$600 which makes \$3,000.

Mr. BORDEN. When I say the maxi-mum they could be promoted I suppose after serving a certain time, and some, as a matter of fact, got more than that.

Resolutions reported and agreed to.

## ADJOURNMENT-PROROGATION.

Mr. BORDEN moved the adjournment of the House.

Mr. GRAHAM. I understand that arrangements have been made for proroga-tion at three o'clock on Monday.

Mr. BORDEN. It is expected that prorogation will take place at three o'clock on Monday.

Motion agreed to, and House adjourned at 11.52 p.m.

# HOUSE OF COMMONS.

MONDAY, April 1, 1912.

The SPEAKER took the Chair at Eleven o'clock.

#### PROROGATION.

Mr. SPEAKER. I have the honour to inform the House that I have received the following letter from Col. H. C. Lowther, Secretary to His Royal Highness the Governor General:

Ottawa, April 1, 1912. Sir,—I am commanded by the Governor General to inform you that His Royal High-ness will proceed to the Senate Chamber this afternoon at four o'clock for the purpose of proroguing the present session of parliament. I have the honour to be, Sir, your obedient servant,

H. C. LOWTHER, Lieut.Colonel, Governor General's Secretary.

The Hon. the Speaker of the House of Commons.

#### REPORT PRESENTED.

Report of the Department of Trade and

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

# POSTMASTERS IN KAMOURASKA.

Mr. LAPOINTE (Kamouraska):

1. What are the names of all the postmasters in the county of Kamouraska mentioned in a list addressed to the Postmaster General by Mr. W. A. Potvin, accompanying a letter dated 6th November, 1911, asking for their dismissal?

2. What are the names of the persons recommended in the said list to replace the said postmasters?

Mr. PELLETIER:

Name of Post Office.	Postmaster.	Person recom- mended.
<ul> <li>St. Denis de la Bouteillerie</li> <li>St. Paschal</li> <li>St. Bruno de Ka- mouraska</li> <li>Ste. Hélène de Ka- mouraska</li> <li>St. Eleuthère</li> <li>Pohénégamook</li> <li>St. André Station</li> <li>St. Philippe de</li> </ul>	Chrysostôme Mi- chaud Delle C. Paradis. Auguste Hébert. Ovide Bonenfant Martial Chénard Israel Langlais . Thomas Nadeau. Joseph Albert	Pitre Michaud. Jos. A. Moreau. Théophile Lan- glais. Mde P. E. Cote. Jos. Gagné. Anselme Ouellet. Jean Théberge. Rodrigue Lebel Louis Bossé.

# PUBLIC WORKS IN L'ASSOMPTION.

#### Mr. SEGUIN:

1. Will the Honourable Minister of Public Works state why there has not been provided in the supplementary estimates any grants for a wharf at L'Assomption, an ice-breaker on the River l'Achigan, and a public building in the town of Laurentides, to replace the grants voted in the estimates of 1911-12, which have\_not been used?

2. By whose request was it decided not to proceed with these works?

## Mr. MONK:

1. The items mentioned in the first part of this question were all, it is true, in the estimates of 1911-12, but do not seem to have been acted upon when the present government assumed office. It became necessary, on account of returns made, to further consider the necessity of each one of these works. We have not yet obtained sufficient information to enable us to come to a conclusion with regard to carrying on these works. 2. There was no special request not to proceed with these works, but representations were made from different quarters that they were not urgent and, in view of those representations, the government has deferred placing an amount in the estimates to carry them on.

Sir WILFRID LAURIER. Who made the representations?

Mr. MONK. I could not say from memory. I know that in regard to the ice breaker representations were made by Mr. Morin the defeated candidate and I think by others.

Mr. LEMIEUX. The people of L'Assomption, who made the representations, are represented by Mr. Morin. It is like the three tailors of Tooley st.

Mr. MONK. There were other representations also; I can bring the papers down.

Sir WILFRID LAURIER. It is rather late in the day.

Mr. LEMIEUX. At the next sitting of the House.

#### CAPTAIN EDMUND KENNIE.

Mr. PUGSLEY:

1. Has Captain Edmund Kennie been dismissed from his position as master of the dredge 'Restigouche', formerly 'The Nereus'? If so, for what reason?

2. Have any charges been made against Captain Kennie? If so, by whom, and what is the nature of the charges?

3. Is it true that Hugh Alcorn, of Harvey, Albert County, N.B., has been appointed master of the said dredge in place of captain Kennie?

4. Has the said Hugh Alcorn had any experience? If so, what, in operating dredges for steam vessels?

Mr. MONK:

- 1. Yes.
- 2. No.

3. Yes.

4. He has his papers as a tug captain.

#### RURAL MAIL DELIVERY.

## Mr. ELSON:

1. How many rural mail boxes are there in use in the province of Ontario? 2. What number of boxes are in use in

2. What number of boxes are in use in the London postal district? 3. Is it the intention of the government to

3. Is it the intention of the government to take early action in the county of Middlesex in the matter of laying out regular rural free mail delivery routes, as provided by end under the Civil Service Amendment Act, relating to rural mail delivery?

Mr. PELLETIER:

1. 15,151.

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3. As soon as the rural mail delivery branch is organized, as provided by the Civil Service Act relating to rural mail delivery, this question will receive early and earnest consideration.

## UNITED SHOE MACHINERY CO. APPEAL.

#### Mr. MACLEAN (Halifax):

1. Was leave to appeal to the Judicial Committee of the Provincial Council asked in the case of proceedings against the United Shoe Machinery Company of Canada under the Combines Investigation Act?

2. If so, on what grounds was leave to appeal asked and what were the questions involved?

3. Was the government represented? If so, by whom?

4. Was leave granted? If not, on what grounds was it refused?

#### Mr. CROTHERS:

1. Yes. By, I think, the United Shoe Machinery Company. It was, as I understand, an appeal from the decision of the judge before whom the application was made for an order for the Board of Investigation. That application was refused.

2. The question involved was whether or not the decision of the judge on the application for a Board was final and not subject to any appeal.

3. I understand the government was represented by counsel, Mr. Geoffrion, who had been appointed by the late government.

4. It was not. The reason given was that it was clear that there was no appeal from the decision of the judge before whom the first application was made.

# MOTIONS AGREED TO WITHOUT DISCUSSION.

Copy of all papers, letters, &c., concerning the dismissal of Frederick Veit, employed by the Department of Marine and Fisheries in the County of Gaspé.—Mr. Lemieux.

the County of Gaspé.—Mr. Lemieux. Copy of all letters, petitions, complaints, declarations and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Mr. Alfred Lalonde, employed in the warehouse of the Government yards at St. Joseph de Sorel and the appointment of his successor.—Mr. Cardin.

For a copy of all letters, telegrams, complaints or other papers or documents in the possession of the government or any department thereof relating to the dismissal of James Webber, lightkeeper, Tor Bay Point, N.S.-Mr. Sinclair.

For a copy of all letters, telegrams, complaints or other papers or documents in the possession of the government or any department thereof, relating to the dismissal of John Davis, fishery officer, Guysboro, N.S.-Mr. Sinclair.

For a copy of all letters, telegrams, complaints or other papers or documents in the possession of the government or any department thereof, relating to the dismissal of

Mr. PELLETIER.

H. L. Tory, fishery officer, Guysboro, N.S.-Mr. Sinclair.

For a copy of all letters, telegrams, complaints or other papers or documents in the possession of the government or any department thereof, relating to the dismissal of Archibald Barss, postmaster, New Harbour, West, Guysborough county, N.S.-Mr. Sinclair.

For a copy of all letters, telegrams, complaints or other papers or documents in the possession of the government or any department thereof, relating to the dismissel of A. B. Cox, manager Reduction Works, Canso, N.S.-Mr. Sinclair.

For a copy of all letters, telegrams and other documents and of all complaints, accusations and requests for inquiry, relating in any manner to the lighthouse keepers of Repentigny, P.Q., Messrs. Leon Rivest, J. B. Lachapelle and Louis Dubois, since 21st September last; also a copy of the inquiry and the report of the inquiry held in the matter. --Mr. Seguin.

-Mr. Seguin. For a copy of all documents, letters inquiries, reports, evidence, &c., relating to the dismissal or the resignation of Baptiste Desjardins as lighthouse keeper at Kamouraska. -Mr. Lapointe (Kamouraska.)

# DISMISSAL OF DR. THOMPSON.

On the orders of the day being called:

Sir WILFRID LAURIER. Late on Saturday evening, I received a telegram from Dawson stating that Dr. Thompson, a surgeon in the Mounted Police at Dawson, had been dismissed. I do not know whether my right hon. friend has had the information or not. Can he state if there has been such a dismissal?

Rt. Hon. R. L. BORDEN (Prime Minister). I really could not tell from recollection. I have no knowledge of it at the present moment. I shall endeavor to ascertain during the day.

## QUEBEC DRY DOCK.

Mr. LEMIEUX. Before the orders of the day are called, I wish to ask the Minister of Public Works if a statement published in 'La Presse' on Friday is true. The hon. gentleman is aware that a meeting took place in the Railway Committee room, composed of citizens of Quebec, who met the hon. gentleman, the Minister of Public Works, the right hon. the Prime Minister, and my friend the Postmaster General concerning the future construction of a dry dock in Quebec. On two or three different occasions, I have asked the Minister of Public Works if a syndicate had been formed and if any promise had been made to that syndicate that a subsidy would be given to it, under the Dry Dock Subsidies Act. On each occasion, my hon. friend stated that no such promise had been made, and that he had no knowledge of any syndicate having been formed with

that object. Now, I see in 'La Presse' on Friday evening a statement that the hon. member for Montmorency (Sir Rodolphe Forget), who is a well known financier, is leaving for Europe with the hon. member for Dorchester (Mr. Sevigny), with a view to induce a syndicate in France to take up this question of the construction of a dry dock in Quebec. It stated further that Sir Rodolphe Forget had obtained a promise from the Minister of Public Works and from the government that this syndicate would get the preference, and would get the benefit of a subsidy. I would like my hon, friend to tell us whether if he knows hon. friend to tell us whether if he knows of the existence of any syndicate and if it is true that a promise has been made, in fact, if anything has been done concerning that project.

Mr. MONK. I cannot understand the insistence of my hon. friend. I have stated here more than once in reply to him, that I know absolutely nothing of the formation of such a syndicate, nor do I, at the present moment, know any more than I did on pre-vious occasions. I have never made any promise, nor have I given any intimation of any kind, such as is mentioned by the hon. gentleman.

Mr. LEMIEUX. By 'La Presse.'

Mr. MONK. I do not care what 'La Presse' says, it is the statements which we make here on our own responsibility that count. I stated to a numerous deputation that came from Quebec that I sincerely hoped that some syndicate would undertake the construction of this dry dock inasmuch as it was not the policy of the government itself to construct dry docks, but that there was such a necessity for the existence of a dry dock at Quebec or in that vicinity that unless some company undertook its construction, it became a question whether the government would not have to intervene. I do not know of any syndicate having been formed, I have not been approached by any syndicate. I do not think I can state this any more clearly.

# GEORGIAN BAY CANAL ROUTE.

Mr. DEVLIN. I have been seeking information about an item of \$100,000 in the estimates in connection with the French river, and the government has declared its policy in connection with the Welland Canal. I was anxious to know the purpose of the item of \$100,000.

Mr. SPEAKER. I have heard this question put twice. There is a rule which pro-hibits subjects being brought up repeated-When a minister has once expressed lv. his judgment, I think the hon. member is out of order.

Mr. DEVLIN. I bow to your ruling, Mr.

of Public Works had declared whether it was the government's intention to go on with the Georgian Bay canal.

Mr. MONK. My hon. friend will find that information in the 'Hansard' of Friday.

## NATIONAL TRANSCONTINENTAL RAIL-WAY STATION AT QUEBEC.

Sir WILFRID LAURIER. Might I remind my right hon. friend that under the late administration a contract was let for the building of the National Transcontinental railway station at Quebec at the opening of this session we were told that the contract had been suspended pending further consideration of the site. Has any conclusion been reached upon that point and has the project been allowed to proceed?

Mr. BORDEN. I know that the subject has been under consideration by the Minister of Railways (Mr. Cochrane) quite recently. I am not aware that any conclusion has been reached.

Sir WILFRID LAURIER. Then I may assume that it is still under consideration.

Mr. BORDEN. My right hon. friend will have to make any assumption that he pleases; I have expressed to him what I believe to be the fact.

Mr. PELLETIER. I may add for the information of my hon. friend that the Minister of Railways informed me that this will be one of the very first things taken up as soon as we are relieved of the very burdensome work of the session.

Sir WILFRID LAURIER. Well I hope God will help him.

## EMPLOYMENT OF NAVAL CADETS.

Mr. GAUVREAU. I would ask the Minister of Marine and Fisheries if he is aware that the two years' course of the cadets at the college at Halifax will end by the 1st of July next. If the 'Niobe' is not ready at that time to receive these young cadets will my hon, friend tell me what he is going to do with these young men, if they will be sent to England or kept here in Canada?

Mr. HAZEN. The 'Niobe' is now in the dry dock at Halifax undergoing repairs which I regret to say will cost about These repairs are being pro-\$200,000. ceeded with as rapidly as possible, and I have no doubt that by the time mentioned by my hon. friend the 'Niobe' will be ready to receive these young men.

## TICKET COLLECTORS ON INTER-COLONIAL RAILWAY.

Mr. GAUVREAU. Is the Prime Minis-Speaker. I did not know that the Minister I ter aware that the Department of Railways

and Canals intends to put on the Intercolonial railway what are called collec-tors apart from the conductors to take up the tickets and fares?

Mr. BORDEN. That is purely a matter of administration which I suppose would be under the control of the board of man-agement. I have heard nothing of the matter to which my hon. friend alludes.

Mr. EMMERSON. The Minister of Railways and Canals a few days ago in the House announced that he purposed putting on the Intercolonial passenger trains certain officials who would attend to the collection of tickets and fares, apart from the conductor.

## MARINE HOSPITAL FOR FISHERMEN.

Mr. SINCLAIR. I would impress on the Minister of Marine and Fisheries the necessity of a hospital ship in connection with the deep sea fishermen of the east-ern coast of Canada. We have some 4,000 or 5,000 men engaged in that business and they are at it for a good many months of the year. They are starting out now, many of them from the county represented by my hon. friend from Lunenburg (Mr. Stewart).

Mr. SPEAKER. At this stage the hon. gentleman could not very well introduce a controversial matter or make a speech. It is in order to ask a question and to give an explanation on which to base a question.

Mr. SINCLAIR. The estimates of the Marine Department were passed in a great hurry on Friday, and it was stated by the Minister of the Interior who was then lead-ing the House that, irrespective of strict rules, members would be allowed to mention any matters to the ministers later on before the close of the session.

Mr. BORDEN. Under the circumstances, perhaps, by unanimous consent of the House, the hon. gentleman might be permitted to make his observations.

These fishermen are Mr. SINCLAIR. absent two or three months on each trip, and they are destitute for all that time of any hospital attention. Often accidents occur at sea and occasionally diphtheria, scarlet fever or smallpox breaks out. There is then very little chance for these men to procure any medical treatment so far at sea. Sometimes they can make port and are able to get to one of the marine hosiptals on the coast, but it is difficult. The system on the North Sea is to have hospital ships in connection with the fleets. Our fleets are engaged on the banks, and it is quite possible for them to keep in touch with one another during

Mr. GAUVREAU.

men employed in Canada are so badly off for medical attendance as these fishermen who are compelled to spend most of their time on the water. As you all know our country is dotted over with hospitals, and we have ambulances to take men who are injured to the hospitals, but these fishermen are hundreds of miles away from any hospital and they may meet with accidents and storms. They are compelled to lie out for many weeks at a time, engaged in their business. their business and they have practically no chance of receiving medical attendance. The French fleet operating on the banks have a hospital ship, and I am told by our fishermen that they have been very kind to many of our men who have been injured, that these men have been treated on board the French ship without charge. But as the Canadian fleet is rather larger than any other fleet on the banks, it might be well for us to consider the establish-ment of one or more hospital ships for ourselves. Dr. Grenfell is doing the same thing on the Labrador coast, but I am not aware that he is getting any assistance from the public. I understand that the contributions to his work are chiefly private. I mention the matter so that the minister during recess may look into it and see whether it would be practicable to do anything in the way of establishing a hospital ship for deep sea fishermen.

Mr. HAZEN. At this hour of the session, it is impossible to do anything to carry out the suggestion which my hon. friend from Guysborough has made, because it would require an appropriation by parliament in order to meet the expense incurred under such an arrangement as that mentioned. Therefore, at this late period of the session it would be impossible to promise to do anything in the immediate future, however desirable such might be, and however valuable the suggestion of my hon. friend, I think it is the first time the suggestion has been made in this House; and although for ten or eleven years my hon. friend was a very valuable and strong supporter of the Ministry then in power, I do not think he ever brought the matter to the attention of the House during that period, or to the attention of the government to which he gave such zealous and such consistent sup-However, that is no reason at all port. why the matter should not be considered by the present government if the suggestion is a good one. It is said that repentance has been sought and found between the saddle and the ground,' and perhaps my hon. friend even at the eleventh hour is making atonement for his neglect in the past of the fishermen whose interests he seems to be so sedulous about the season. I suppose that no class of during the present session of parliament. 6789

It seems to me that the matter to which the hon. gentleman refers, would be most effectively carried out by international agreement. The banks are resorted to by fishermen not only from Canada, but fishermen in large numbers from the United States, fishermen from France, and fisher-men from other countries, and it may be that an arrangement might be made under which the fishermen of the different countries would contribute on some fair basis, having regard to their numerical representation, and the extent of the fishing they carry on, to the maintenance there, of a hospital ship, under proper regulations, that would be an advantage to the fishermen of all countries interested. Such a hospital ship, I think, would be very much more efficiently managed, than if each individual government undertook to deal with the matter itself. In the North Sea today, there are most efficient fishing regulations, regarding the policing of the fisheries, the form and carrying out of the rules as to the placing of vessels, and the non-interference of one fishing vessel with another. These are all contained in an agreement which is known as the North Sea Convention, and the different countries from time to time, contribute a vessel for the purpose of acting as a police vessel, and patrolling the waters and enforc-ing these different regulations. I think such a course is rapidly becoming necessary as regards the fishing on the banks, and will be all the more necessary if some arrangement is not come to, by means of which illegal fishing by steam trawlers may be suppressed and prohibited. If an international agreement is not established by means of which steam trawlers may be prohibited, then the necessity arises for the policing and patrolling of the waters in question and the regulation of the fisheries therein by international agreement. In that event something might be done in the direction mentioned by my hon. friend from Guysborough, so as to afford hospital protection to the whole fishing fleet during the time they are engaged in fishing. I may say to my hon. friend that his suggestion which is certainly worthy of consideration, will receive very careful thought from the department.

Mr. SINCLAIR. I am very much obliged for what the minister has said, but I am convinced that the right hon. leader of the opposition will not accuse me of being tardy in making suggestions of an advantageous character in the interest of the fishermen during the time he led the government. I suppose that the minister as he is desirous of making a record in his giving the results of the tests which they department, is willing at any time to achave made. If that certificate, showing the

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cept beneficial suggestions with regard to the administration of the fisheries.

## SLAUGHTER OF HORSES AT WEYBURN.

Mr. OLIVER. Some days ago I drew the attention of the Minister of Agriculture to a somewhat alarmist report that was being circulated in the press in re-gard to the slaughter of horses for glanders at Weyburn. The intent of the report evidently was, to deter immigration from the United States to this country. I suggested to the minister that he should take early means of informing himself, and then communicating to the House the facts of the case so that this alarmist report might be met and disposed of. The paragraph was evidently exaggerated with an injurious intent, and I would think it would be wise for my hon. friend (Mr. Burrell) to make a correct statement at some time before the House rises so that the alarmist statement referred to, may be condradicted, in so far as it may be contradicted officially.

Mr. BURRELL. I did promise the mem-ber for Edmonton that I would make a statement when I was in a position to do so, but the matter is still under investigation, and that investigation has not been completed. It is largely for that reason, and in part, owing to pressure of busi-ness, that I did not refer to the subject be-Nor can I refer to it very fully at fore. the present time, except to say this-and I am glad to say it-that the statement in the press, which I read very carefully at the time my hon. friend gave it to me, was certainly grossly exaggerated. As I remember, the newspaper paragraph in question stated that there was a wholesale destruction of horses, brought in by set-tlers from the United States, and it appeared as if the paragraph was designed to imply that the Canadian authorities were making havoc generally of settlers' horses as they came in, which was absolutely untrue. As my hon. friend knows the practice of the department is to examine all horses at the border as they come in, to see whether they are affected with glanders, and in the crusade of this government and the last government against glanders, we have been able, there is no doubt, to do a great deal, in the stamping out of this disease, which is so serious in its effects on the horse industry of the country. Large numbers of these horses enter the country, especially in the spring, and it has been the practice to accept the certificate of the Bureau of Animal Industries of the United States,

different temperatures, showing the time and so on, is satisfactory, and is a proof to this department that the horses have undergone the examination of competent authorities on the other side, and are free from any suspicion of glanders, that certi-ficate is accepted and the horses then al-lowed to come in. It was necessary to have something of that kind, otherwise the officials of the department could not hope to cope with the enormous rush of horses by testing them individually as they came Therefore, a certificate such as that in. referred to, was looked upon as fairly reasonable. But occasionally that certificate is open to some suspicion, according to whether or not the dates or the tempera-tures are satisfactory to the officials. When there is any suspicion of the certificate not being entirely satisfactory, the practice has been to retest these animals at the border as they came in. If they reacted to the mallein test, they were sent back into the United States, because they had not come out of our quarantine and in the real sense of the word, had not entered the country. If they did not react, they were allowed to be brought in, in the usual way. Apart from this, if an importer wanted to bring a string of horses in, he was allowed to do so, by signing a special license, under License Form 59 of the regulations, and signing a declaration that he would have them retested. The horses would then be isolated at his place, and they would be retested by one of our veterinary surgeons, and if they reacted under the ordinary mallein test, they would be slaughtered without compensation. This the importer agreed to, and this is what has happened in this particular case. In this case the man was a horse-dealer and had been in the habit of bringing in a large number of horses. In the present case, he brought in, I think, 67 animals, which were taken to the place of isolation where they were retested by our officers, who considered that 17 of them reacted with sufficient clearness. The telegraphic report from an officer was to the effect that there was local, thermal and constitutional reaction from the mallein test. He therefore recommended the destruc-tion of those horses and that destruction was immediately authorized.

It seems, however, that there was some opinion on the part of the local people and of the men who imported the horses, that, in spite of the reaction, glanders was not sufficiently established. Therefore, a great deal of local feeling arose, and I suppose that in that feeling is mixed up a little of the matter to which my hon, friend has referred—an endeavour to prove that this was the result of an attack on places bringing in horses which it absolutely was not,

Mr. BURRELL.

in any shape or form. Our chief inspector for Manitoba, Mr. McGillivray, whom the hon. gentleman (Mr. Oliver) probably knows, a very efficient officer and the man to whom is due to a large extent the credit for stamping out glanders in Manitoba, has been to Ottawa to report, and has gone back. He has instructions to go into the whole case very thoroughly and re-test these horses, and make his report. This report we shall probably have in a week or two. I have every confidence that the right action will be taken. There is no desire on the part of the department which I have the honour to represent to do anything but exercise the strongest supervision in the interest of the live stock industry, regardless of fear or favour and with the intention of stamping out a most serious epidemic.

Mr. OLIVER. What happened in the case of the fifty remaining horses that were tested?

Mr. BURRELL. They are held subject to a re-test which will probably be made about April 4.

## SHIPMENTS OF GRAIN TO TERMINAL ELEVATORS.

Mr. OLIVER. Some days ago I brought up the question of the shipment of grain to the terminal elevators. I mentioned that, instead of the shipments increasing, that is, instead of the inspections at Winnipeg increasing, as spring approached they were decreasing; and I asked the Minister of Trade and Commerce (Mr. Foster) if possible to give any satisfactory explanation of what appeared to be a very serious and unfortunate condition. I hope the minister will be able to give that information some time during the day.

Mr. ROGERS. The Minister of Trade and Commerce is not in his place. He is aware of the question put by my hon. friend (Mr. Oliver) the other day; but I do not know that there is much of an answer that it would be possible for him to give. It is true that the quantity of wheat being received at the terminal elevators is decreasing, but this is due to the fact that the terminal elevators are full. What wheat is being shipped out is largely going by Duluth at the present time. However, the Minister of 1rade and Commerce will be in his place in a few minutes and I will call his attention to the question.

# MINING RIGHTS, ETC.—APPROVAL OF ORDERS IN COUNCIL.

Mr. ROGERS. I desire to bring to the attention of the House a resolution to confirm under the Dominion Lands Act certain orders in council passed for the adminis6793

tration of the Lands Department. The object of these resolutions is to ask parliament to confirm a number of orders in council that have been passed under the late administration approving certain regulations for the administration of mining rights including coal, petroleum, natural gas, tar sands, etc., as well as the administration and disposal of timber and water powers in connection with Dominion lands. These resolutions have been passed under the provisions to that effect contained in the Dominion Lands Act. There are also several orders approving regulations that have been passed under the provisions of the Rocky Mountains Park Act, the Dom-inion Forest Reserves and Parks Act and Yukon Act. Under the Acts above the quoted it is made imperative upon the government to obtain the sanction of both Houses of Parliament at the session next ensuing after the date of such orders in order that the same may continue to have force and effect. A copy of these orders in council was placed on the table of this House on December 1, and any hon. member who desired to peruse them, no doubt, has had every opportunity to do so, I beg to move that it be resolved that the orders in council referred to be now concurred in.

Motion agreed to.

## SUPPLY-CONCURRENCE.

House proceeded to consider resolutions reported from Committee of Supply.

Public Works—chargeable to income—public Buildings, N.B.—Shediac Public Building—to purchase site for \$1,000.

Mr. EMMERSON. When this item was previously under discussion, I stated that I did not object to the item at all, but what I wanted to call the attention of the government to was the much more urgent request in connection with the request for a wharf at Shediac island. The people of Shediac island have no landing place whatever, and I would urge upon the minister the desirability of continuing the appropriation which had been made at the last session with regard to this work. There are a large number of families settled on Shediac island. Most of them are fisher-men, and they do some farming also. They have their boats and small vessels but they have no means of landing on the island. The matter, I believe, was brought to the attention of the Minister of Public Works (Mr. Monk) recently by some gentlemen from Shediac, and I think that their representations would confirm what I have said with regard to the necessity of such a work. It seems to me much more desirable that there should have been that \$3,000 continued in the estimates for the Shediac Island wharf, than that there should have been \$1,000 for a Shediac building site.

They had been getting along in Shediac for a number of years without a public building, it would be very nice for them to have one; yet if anybody had to wait, I think it would be better for Shediac to wait for a public building than that the people of Shediac island should have to wait for what is to them an absolute necessity.

Mr. MONK. The necessity of providing a landing at Shediac Island has been brought to my notice, and I hope that before the year is out we will be able to make some provision for a proper landing on that island. As regards the public building at Shediac, I know the locality very well, and I thought it would be right to provide for the acquisition of a site for a public building in that place. But the hon. gentleman must be aware that we cannot provide for everything. Very often when a minister is anxious to provide for a particular work he finds. when he comes before the Council, that although he may have the support of the Minister of Finance, the general wants of the country have to be considered, and there are legitimate claims presented from the other departments, and Council has to make a proper apportionment between them all. But I do hope that next year we will be able to consider the claim the hon. gentleman (Mr. Emmerson) has referred to.

Mr. EMMERSON. I know very well that my hon. friend cannot provide for everything. I was only desiring to point out that when his means were restricted, it would be more proper to provide for what is a necessity in the shape of a wharf at Shediac Island, than to provide for what would be in the nature of a luxury for a public building at Shediac.

Mr. HUGHES (Kings, P.E.I.). I desire to call the attention of the minister to the fact that the telegraph cable between Prince Edward Island and the mainland has broken down two or three time during the last three years. It would be well for the department to make some examination of this cable during the summer season. The land service also is very poor.

Mr. SPEAKER. I would point out to the hon. member that the item under consideration is in regard to public works in Quebec.

Mr. MONK. I will see that my hon. friend's (Mr. Hughes, King's, P.E.I.) observations are brought to the attention of the Superintendent of Telegraphs without delay.

Public Buildings, Quebec-Louiseville Public Building, additional amount, \$5,000.

Mr. LEMIEUX. I would like some in-

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formation from the minister about the Louiseville public building. Has a site been selected for that building, or has an offer of a site been made?

Mr. MONK. There has been a good deal of correspondence about the site at Louiseville. My recollection is that we sent out an employee of the department to try to arrive at a conclusion, but I am not in a position to state whether a conclusion has been arrived at. But I think that within the last two or three days a site has been finally selected.

Mr. LEMIEUX. From whom has the site been purchased?

Mr. MONK. I cannot say at the moment.

Mr. LEMIEUX. Then I notice an item, Montreal Postal Station, St. Lawrence Centre, \$25,000.' Is that a new building? Perhaps it is on St. Lawrence street. I know that there is a station near Ontario street. Is that the one referred to in the estimates?

Mr. MONK. This vote for 'Montreal postal station St. Lawrence Central,' is a vote of \$25,000 to make provision for the purchase of a site towards the erection of a building for a postal station in the northern portion of the St. Lawrence division, Montreal, in the vicinity of St. Lawrence Main street and Pine avenue.

Mr. LEMIEUX. Now, about the Montreal branch post office, Notre Dame street west; is that within the limits of the city or in St. Henri?

Mr. MONK. It is in the limits of the city.

Mr. LEMIEUX. This is a new building? Mr. MONK. Yes.

Mr. LEMIEUX. Has the site been purchased?

Mr. MONK. The site was decided upon two or three days ago. It is at the corner of Notre Dame street and another street.

Mr. LEMIEUX. I see another item, "Montreal, old customs express building, repairs.' What is that building?

Mr. MONK. This is for repairs required at the old customs express building on Youville street.

Mr. LEMIEUX. Then, there is the item, 'Montreal, new postal station 'B' to replace postal station 'B' on St. Catherine street west, \$350,000.' My hon. friend contemplates, I suppose, the sale of the present postal station, which is not large enough for the needs of the public, and the building of a new station? Has the site been acquired, and, it so, where?

Mr. LEMIEUX.

Mr. MONK. A site was acquired some time ago at the corner of Bishop and St. Catherine streets.

Mr. LEMIEUX. From whom?

Mr. MONK. It was a property belonging to Senator McKay. We bought directly from another person for \$237,000. We have that site, and we intend erecting this building on it.

Mr. LEMIEUX. I understand that my hon. friend has appointed a Superintendent of Works in Montreal in the person of Mr. Deschamps.?

Mr. MONK. Not for these works.

Mr. LEMIEUX. What will be the functions of Mr. Deschamps?

Mr. MONK. I acted on the report of the deputy minister that it would be desirable to divide the work hitherto performed by Mr. Limburner. Part of the work consists in the purchase of material. This has been left in the hands of Mr. Limburner. Mr. Deschamps has been engaged for the superintendence of men employed upon the ordinary works every day, not of new construction. There have been charges against Mr. Limburner of a very grave character of political interference. I at one time had come to the conclusion that these charges had been established. There was an in-quiry, I had all the evidence before me, and I came to the conclusion that the finding of the investigator was correct, that Limburner had really been guilty of Mr. partisan interference. On the other hand, he has worked well and there were a great many people of all shades of politics who thought it would be a pity to dismiss a good employee because, as admitted even by himself, on one or two occasions he had by nimsen, on one or two occasions he had been guilty of an infraction of the regul-ations. Rightly or wrongly, I decided to keep him there, after informing him of the clear evidence that existed against him, and I think that decision will meet with approval.

Mr. LEMIEUX. I suppose that Mr. Limburner must not have been very guilty if my hon. friend has thought fit to keep him where he is now. I know, on the other hand, that Mr. Limburner has very strong influences with the present government. He is a personal friend, if I understand well, of Mr. Ducharme, and I know that Mr. Ducharme will be very much interested in keeping him where he is.

Mr. MONK. He never spoke to me about that at all. I did not know that.

Mr. LEMIEUX. My hon. friend, if he will allow me to criticise him mildly, as I usually do, has a very strange notion of political partisanship. He says that Mr.

Limburner was practically removed from office on account of political interference. I suppose that the hon. gentleman has appointed Mr. Deschamps to represent the department with Mr. Limburner, because my hon. friend must know that Mr. Deschamps, a very respectable young man, but one who has no aptitude whatever as an architect, and who has none of the technical qualifications necessary to perform the duties which have been assigned to him, is a political boss in the county of Jacques Cartier. For the last fifteen years Mr. Deschamps has been the Conservative organizer in that county. My hon. friend thinks that Mr. Limburner should not be removed, and he appoints Mr. Deschamps, the political boss of Jac-ques Cartier county. I should say that this is a very poor reason. Of course the hon. gentleman is very grateful to Mr. Deschamps and he gives this evidence of his deep gratitude to his dear friend. He has no aptitude for the work he is appointed to, but he is given a position that-what is the salary of Mr. Deschamps?

Mr. MONK. \$1,600.

Mr. LEMIEUX. Mr. Deschamps is given a job at \$1,600 a year, and he will have practically nothing to do. He has no technical knowledge, he is not an architect, he does not know anything about public works, but he has been known for the last fifteen years to go around the county of Jacques Cartier as the paid organizer of the Conservative party.

Mr. SPEAKER. I think the hon. gentleman is really going beyond the limit of the question before the House. The discussion is outside of the item under consideration.

Mr. LEMIEUX. Well, Mr. Speaker, I am simply speaking about Mr. Deschamps in connection with these new buildings in Montreal. I am sorry the hon. gentleman was not here the other day when we passed this item, because I would have had something to say about it. However, Mr. Speaker, if you say—

Mr. SPEAKER. Perhaps the hon. gentleman misunderstands me. Here is an item for a public building. When the hon. member contends that a man appointed to a position in connection with that building was not a proper man, he is perfectly within the rule and within his right, but to talk about organizers all over the country in other places is not in order.

Mr. LEMIEUX. I can say in two words what I have in mind. I charge the minister with having appointed in Montreal at a salary of \$1,600 an incompetent officer, but at the same time the gratitude

of the minister towards Mr. Deschamps is fixed at \$1,600 because Mr. Deschamps is nothing but a political organizer in Jacques Cartier, and he is paid at the expense of the country.

Mr. MONK. I am extremely sorry that at this stage of the session my hon. friend has judged it necessary to make theseremarks. They are absolutely without any justification. I am sorry particularly on account of Mr. Limburner. I took an interest in him, I thought that the chargeagainst' him was absolutely established, he did not seem to me to deny it, but even although a man commits an infraction of that kind once, if he fulfils the duties of his position satisfactorily, he issurely entitled to some consideration. If knew Mr. Deschamps and spoke to him. He is a respectable man—

Mr. LEMIEUX. What salary has Mr. Limburner?

Mr. MONK. \$1,600, just like Mr. Deschamps. I told Mr. Limburner that although the charges against him wereestablished, the inquiry had cost somemoney and I felt justified in dismissing him, and had asked the authority of Council to dismiss him, but I would reinstate him on condition that he would in future avoid any political interference. I think that as a rule the House will approve of that stand. I think we cannot be too severe against political interferenceby public employees. But at the sametime, you must not carry that too far. In this case, rightly or wrongly, I told this man that we would keep him if hewould avoid interference in politics imthe future. I had him told this by hisfriends, and I told him this myself. Thosewho know the man will, I think, approveof the course I adopted.

I had before me a report which had been made to my predecessor in office and its was upon that fact that I acted in that way, I concluded that we should havetwo men in Montreal, one for the purchaseof materials—for we do a great deal of purchasing in Montreal—and for other work in connection with purchasing of material, and the other man for the engaging of men, of whom I think we have seventy-five or eighty always at work, and the superintendence of these men. Acting upon that report, I did appoint Mr. Deschamps, and when I appointed him I informed him in my letter and verbally, that I intended to maintain the rule that every man in the department must abstain from interference in politics, federal, provincial or municipal, that if any mandid not confine himself strictly and solelyto the duties of his office, if I were im charge of the department, I would remove him. \_\_\_\_\_

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Mr. EMMERSON. Does that mean that if he acted in favour of the government

Mr. MONK. Take any part.

Mr. EMMERSON. For or against.

Mr. MONK. For or against. I know this young man, who is an honest young fellow, capable of doing this work and perfectly reliable—

Mr. LEMIEUX. How old?

Mr. MONK. Between thirty-seven and forty-two. He is absolutely abstemious, sober and steady and I know that he could oversee men. He is not an archi-tect, nor a book-keeper. I refused to give him that part of the work which concern-ed the purchase of materials. I knew that Mr. Limburner, on account of his experience, could do that better, but I laid down the condition that there should be no interference of any kind in politics. He has not been the 'Deus ex machina' in my county. He certainly belongs to a family who have always resided in my constituency and taken an interest in my election, but I do not think that should debar him from filling the position to which I have appointed him. In the case of Limburner, I took particular pains in view of an incident in connection with a provincial election. He had attended a meeting that was addressed by Mr. Le-tellier. While this gentleman was speak-ing Mr. Limburner had been obstreperous and had interfered with the meeting several times. Representations had been made to him that he should not do so, that he was causing trouble in the meeting, but he continued to interfere. There was no contradiction, I have obtained a copy of the evidence and verified the findings, and I thought that it was a clear case, but it was only once. There were other charges, but that one was clearly established. Under the circumstances I have briefly indicated to the House, I judged fit to adopt that course and I think it should meet with the approval of the House.

Sir WILFRID LAURIER. It appears from the statement that there is one man in his department whom the minister has not dismissed. That is very much to his credit and I thank him for it. But he seems to have balanced his good action by one not so good. If I understand, he appointed this Mr. Deschamps for the purpose of engaging men. My hon. friend should remember that this was tried before and did not work. He will remember the case of a man employed to engage men at the Curran bridge and he knows the trouble into which that led the government of that day.

Mr. MONK.

Mr. MONK. If this man does not fulfil his duties as he should he will be open to dismissal. He has the superintendence and engaging of men, as I understand it. He will have to do that according to the rules of the department or suffer the consequences. As to my principles, I am surprised to hear the right hon. gentleman talk in that way. He ought to know better. There was a large number of applications for dismissals here in the city of Ottawa. They were referred to an investigator who seems to have met with the approval of all those who were charged.

Sir WILFRID LAURIER. I know that a good many who were dismissed, had to be reinstated afterwards.

Mr. MONK. The reports have not yet been considered. I have a large number of reports from the investigator, and I have heard no complaints whatever against him. I have not been able to go into these reports. I understand his investigation has given satisfaction.

Mr. DEVLIN. Does the minister intend to reinstate men who have been found guilty of partisanship?

Mr. SPEAKER. I think my hon. friend is out of order. There are 22 pages of supplementary estimates to be gone over, and unless hon. members confine themselves closely to the item under consideration, it will take a long time.

Mr. DEVLIN. Yes, but there are 22 men in Hull waiting for their bread from this report, and I am sure you will allow me to ask the minister what his attitude is? I ask this in all earnestness because I know there are a number of men waiting for that report of the minister, and not seeking other work. I would like to be in a position to urge them to look for work elsewhere, if they are not to be reinstated.

Mr. MONK. There were charges. I decided there should be an investigation. I have only had the reports for a few days, but I would sav that if in any case charges are proved unfounded, it will be the duty of the department to re-employ those men. I do not think there are 22 of these men in Hull or any such number, but in a general way, where a charge has been made and investigated, and the charge has been proven unfounded, I think every consideration ought to be given.

Mr. LEMIEUX. As to the appointment of Mr. Limburner, I have nothing to say. He was there for several years, and I never heard that any charge had been brought against him, but I am sure of one thing, that if there had been any serious charge against Mr. Limburner, unless Mr. Limburner had some protection from high quarters, he would have been put out of his office mercilessly. Mr. Limburner has to engage and superintend about 70 or 75 labourers for the Department of Public Works in Montreal, and for this he received \$1,600. As I understand, the purchases are made by inviting public tenders, therefore the work of Mr. Limburner must be very light, and I do not really see how the minister has come to appoint Mr. Deschamps to nelp Mr. Limburner, as there is hardly work enough for one man. He has appointed Mr. Deschamps because, I repeat it, Mr. Deschamps has been the political Conservative organizer in the county of Jacques Cartier for the last 15 years, and will probably continue to do so from his office in Montreal.

Mr. MONK. The statement of my hon. friend is absolutely gratuitous and absolutely without foundation. Everybody knows that Mr. Limburner in Montreal has a great deal of work to do, and he will have more, as we continue to erect buildings. He has to attend to the repairs of all these buildings and their care, and had it not been reported to me that that work could be properly and conveniently divided I never would have acted as I did. As to Mr. Limburner having powerful influences in his favour, he had the influence of the circumstances I have indicated to the House; none other whatever.

## Mr. LEMIEUX. Hear, hear.

Mr. MONK. My hon, friend from Hochelaga (Mr. Coderre), in whose division I understand Mr. Limburner resides, explained the circumstances. I knew them; I have seen Mr. Limburner. I have known him for years. I sent for him during the inquiry, I had many interviews with him, and I told him what I thought of his conduct and his interference in politics. I told him I had authority from Council to dismiss him, and showed him the copy of the evidence which had been laid on the table of the House. Any lawyer or layman reading that evidence will arrive at the conclusion at which I arrived. But I say that where there has been only one infraction by a man who performs the duties of his office properly, one is justified in giving the consideration which I gave to Mr. Limburner. There were absolutely no influences in his favour, but the representations made to me by Mr. Coderre, the member for Hochelaga. I knew the man myself, I knew all the circumstances of his case, and thought I was doing the right thing in condemning what he had done, and I have every hope that in the future, such occurrences will not be repeated. As to Mr. Deschamps taking part in any future election in Jacques Cartier, how could he, I ask the House, how could he do that when he had been appointed under those circumstances? I

told Mr. Deschamps that I would not, under any circumstances, see him in the county if he occupied the position which he did.

As to his appointment, I may have been moved by feelings of political friendship. Is there any harm in appointing a political friend? I do not think so. But I can say to the House that if, under any circumstances, he is found violating the advice I gave him when he got that appointment I will act immediately. I believe that the public service of this country is open to very great improvement, particularly the outside service, but at the same time I believe it is absolutely necessary for us to prevent by all means at our disposal the interference of public employees in elections in any way.

Sir WILFRID LAURIER. Hear, hear.

Mr. MONK. What is the use of improving the Civil Service, even to the degree of perfection that they have in England after all the abuses that existed there, if we allow public employees to meddle in elections? We cannot be too severe in this regard.

Mr. LEMIEUX. Mr. Speaker----

Mr. SPEAKER. The hon. member has spoken more than once.

Mr. BORDEN. I am not aware that it is the practice on concurrence for a member to speak more than once on any question.

Mr. LEMIEUX. The minister was not in the House on Friday evening when we passed his estimates by charity.

Mr. MONK. Oh, I do not want your charity.

Mr. LEMIEUX. Very well, I shall not talk any more.

Mr. MONK. I am very glad to take it from somebody else than you.

Mr. LEMIEUX. I call the hon. gentleman to order. He is not addressing the Chair, and I say he has no right to speak as he is doing now.

Mr. MONK. I am very sorry to be indebted to you for anything.

Mr. SPEAKER. The hon. gentleman may have been irregular in not addressing the Chair, but I do not think there is anything else in the remark that is out of order.

Mr. LEMIEUX. Has a site been purchased for the St. Laurent public building which is in the constituency of Jacques Cartier?

Mr. MONK. The site has been given by the municipality.

Mr. LEMIEUX. Have tenders been advertised for?

Mr. MONK. No, we do not advertise for tenders until we get the appropriation from parliament.

Mr. LEMIEUX. Is this \$25,000 the full amount or only part of the amount that will be required for the building?

I shall be glad to answer Mr. MONK. my hon. friend when I have the plans and an estimate. I should think that would be quite enough.

Sir WILFRID LAURIER. It ought to.

Mr. LEMIEUX. What is the revenue of the post office at St. Laurent?

Mr. MONK. I could not tell from memory, there is a considerable revenue.

Mr. LEMIEUX. Has not the hon. member the notes before him?

Mr. MONK. I do not know that the notes would disclose the postal revenue.

Mr. LEMIEUX. It is too bad the hon. gentleman was not here on Friday.

Mr. MONK. I was not here, and the House judged fit to pass the estimates.

Mr. LEMIEUX. In the absence of the hon. gentleman.

Mr. MONK. How can my hon. friend talk in that manner, that I am often away?

Mr. LEMIEUX. We passed millions of money for the hon. gentleman's own department when he was not in the House.

Mr. MONK. I did not ask the hon. gentleman to pass those millions.

Mr. LEMIEUX. But we were asked to.

Mr. MONK. I am not aware of that.

Mr. LEMIEUX. If my hon. friend is not aware of that, he was asleep probably.

Mr. MONK. I would like to know what has taken possession of my hon. friend.

Mr. LEMIEUX. I am in good humour, but the hon. gentleman will not give the desired information.

Mr. SPEAKER. I need scarcely remind the hon. gentleman, who is an old parliamentarian, that he has no right to get up and interrupt an hon. member who has the floor.

Mr. LEMIEUX. This building is in the minister's own county, Mr. Speaker.

Mr. MONK. I am not sure as to what has taken possession of my hon. friend since I have been sitting on this side of the House. The hon. gentleman is generally of a pretty easy disposition, but my trans-

Mr. MONK.

aroused in him deep-seated hatred. I thought for a time that my colleague (Mr. Pelletier) shared that hatred with me, but it now looks as if the hon. gentleman had returned to myself. Let me say to him that the population of the parish and vil-lage of St. Laurent is 3,502.

Mr. LEMIEUX. I asked for the revenue.

Mr. MONK. My hon. friend knows the old parish of St. Laurent.

Mr. LEMIEUX. My family comes from there.

Mr. MONK. It is a great old parish and I am delighted to see that the House has granted an appropriation for a public building there. In my opinion it is great economy at the present time, when the limits of the city of Montreal are extend-ing into the suburbs all round, to acquire sites for public buildings and thus save hundreds of thousands of dollars for the future. There is a college at St. Laurent attended by a few hundred pupils. It pos-sesses also the Mother house of the Sisters of St. Croix, an important congregation. The post office inspector is of opinion that a town of the importance of St. Laurent deserves a public building. That officer reports on January 16, 1912, that the present building in which the post office is situated is  $30 \times 20$  feet, the lobby is  $12 \times 10^{-10}$ 20 feet, and the working space of the office is  $8 \ge 12$  feet. The postal revenue for 1909-10 was \$1,542.54, and for 1910-11, \$1,395.51. The amount of money orders issued in 1909-10 was \$9,163.55, and in 1910-11 \$7,160.41. The amount of money orders paid in 1909-10 was \$8,087.27, and in 1910-11 \$7,227.06.

Mr. LEMIEUX. I am satisfied now.

Mr. MONK. Is it possible to satisfy my hon. friend? Can I really believe my ears when he says that he is satisfied?

Mr. LEMIEUX. I am perfectly satisfied.

Mr. MONK. With me?

Mr. LEMIEUX. Yes.

Mr. LOGGIE. Might I ask the Minister of Railways a question? I have an inquiry from Chatham, New Brunswick, to the effect that there is no word yet of calling for tenders for the new station at Chatham. I want to ask the minister if it is the intention to build a new station house?

Mr. SPEAKER. We are not on any item relating to that building.

Mr. LOGGIE. I thought the understanding was arrived at on Saturday night that we could ask any questions we liked in concurrence?

Mr. BORDEN. It is difficult for the fer to this side of the House seems to have ministers to answer questions unless they come prepared, with all their books and the officers of their departments. It was not supposed that information of this kind would be requested to-day, otherwise we would have had to bring some 40 or 50 officials on to the floor of the House.

Mr. EMMERSON. The arrangement with the Chief Whip was that when we got into concurrence we might ask questions which we refrained from doing when we were in committee. That was the distinct arrangement made with the Chief Whip.

Mr. HUGHES (Victoria, O.). Not on concurrence.

Mr. EMMERSON. Excuse me. That was the distinct arrangement made.

Mr. SPEAKER. I think the hon. member (Mr. Emmerson) is right in that, but the questions asked must always refer to items under consideration, and hon. gentlemen cannot refer to items all over the country.

Mr. SINCLAIR. I understood very distinctly from the Minister of the Interior. who was leading the House, at the close of our session on Saturday night, that if we consented to allow the items to go through without discussion, we would be allowed later on to ask questions and to get information in reply.

Mr. HUGHES (Victoria, O.). But not on concurrence.

Mr. SPEAKER. That was my understanding, but I also understood of course, that the questions would be in harmony with the rules of the House, viz., that a question or questions might be asked regarding each item when called for concurrence, not with respect to other matters, and that one speech might be made on it if necessary. The proposal now is to go further than was contemplated.

Public Works-Chargeable to income-Harbours and Rivers, Sackville-repair and extension to wharf, \$5,000.

Mr. EMMERSON. What does that item mean?

Mr. MONK. The cost is estimated to be \$5,000. This is to extend the old municipal or public wharf about 10 feet in order to make three feet more water in the berth, also to connect it by crib work across the slip to the wharf of the New Brunswick and Prince Edward Island railway. This will provide a useful schooner berth at the railway terminus, where berths are in demand.

Mr. EMMERSON. This has no connection with the new wharf that is being constructed there? Mr. MONK. No.

Mr. EMMERSON. I will not discuss the matter now, because time will not permit. But I am surprised at this work being carried on, in view of the new wharf that was erected at the bend of the river which would allow vessels to go out without difficulty and which work was entered upon at the instance of those interested in navigation there. Apparently, the old wharf is to be repaired. The location of the new wharf was made under the late administration against the instance of many political and personal friends of mine. Of course, I am glad to know that this expenditure is being made, but that it is in the public interest is another matter, especially where \$30,000 or \$40,000 has been expended on another wharf at a place that However, the time suits the shipping. will not permit of the discussion of the matter now.

Ottawa city bridges-Sand blasting, &c., \$8,600.

Mr. MONK. I move that this item be amended so that, instead of reading 'Ottawa city bridges,' it read ' Ottawa river bridges.'

Mr. DEVLIN. I presume this means the bridge near the Chaudiére and the approaches?

Mr. MONK. Yes.

Mr. DEVLIN. I would suggest to the minister, as I believe I was the first to make this request to the minister, that something in the nature of a permanent work should be done there, not patches, as in the past.

Sir WILFRID LAURIER. This change might have a very wide effect. Where are these bridges on the Ottawa river?

Mr. MONK. We have other bridges at various places over the Ottawa, and we treat them with sand blasting in order to preserve them. We have other bridges over the Ottawa besides those in the city.

Mr. MURPHY. None of that work has been done on bridges outside of Ottawa, so far.

Mr. SPEAKER. This seems' to be a typographical error; otherwise this motion would be changing the destination of the vote.

Motion agreed to.

To provide an amount to repair the road on the Doncaster Indian Reserve, Terrebonne county, \$400.

Mr. LEMIEUX. Would the Minister of Inland Revenue explain this item?

Mr. NANTEL (Translation). It is for repairs to a road through the Indian reserve.

Mr. LEMIEUX (Translation). Are there still Indians?

Mr. NANTEL (Translation). Yes, there are still Indians on the reserve, and white men are not permitted to settle on it.

Mr. WILSON (Laval). I would like to renew the question I put a few minutes ago to the right hon. the Prime Minister. regarding the order made by the House on the 24th of January for a return giving the list of dismissals in every department of the government service, and the names of those appointed to replace the persons dismissed. Some months ago I asked for the number of dismissals in each department of the government and the number of new appointments, and I was informed that it was so voluminous that it would have to be brought down in the form of a return. I would like to have that during the recess.

Mr. BORDEN. The matter has not been brought to my attention. In the ordinary course, returns which have not been completed at the close of a session of parliament, are brought down at the begin-ning of the next session

Mr. WILSON (Laval). I would be satisfied if the minister would send me the report during the recess. It seems to me that it would be easy to obtain this information from the monthly pay rolls.

Mr. BORDEN. I will make inquiries and communicate with the hon. member.

## WAYS AND MEANS-THE SUPPLY BILL.

On motion of hon. Mr. White (Minister of Finance) the House went into Committee of Ways and Means.

Mr. WHITE (Leeds) moved:

Resolved that towards making good a supply granted to His Majesty on account of certain expenses of the public service for the financial year ending 31st of March, 1912, the sum of \$3,224,759.47 be granted out of the consolidated revenue of Canada.

Motion agreed to.

Resolution reported, read the second time and agreed to.

Mr. WHITE (Leeds) moved:

That towards making good a supply granted to His Majesty on account of certain expenses of the public service for the fiscal year ending 31st of March, 1913, the sum of \$141,652,018.77 be granted out of the consolidated revenue fund of Canada.

time, and agreed to.

Mr. NANTEL

Mr. WHITE (Leeds) moved for leave to introduce Bill (No. 193) to grant to His Majesty certain sums of money for the public service for the financial years end-ing respectively 31st of March, 1912, and 31st of March, 1913.

Motion agreed to, Bill read the first and second time, considered in committee, re-ported, read the third time, and passed.

At one o'clock, House took recess.

House resumed at three o'clock.

## TARIFF COMMISSION.

Consideration of message from the Senate respecting amendment to .Bill (No. 88) to provide for the appointment of a Tariff Commission-Mr. White (Leeds).

Mr. SPEAKER. I beg to inform the House that a message has been received from the Senate to acquaint this House that the Senate doth adhere to its third amendment as well as its other amendments made to Bill (No. 88) to provide for the appoint-ment of a Tariff Commission, for the following reasons:

1. Because the information desired to be obtained is highly pertinent and germane to the objects for which alone the formation of a Tariff Commission is justifiable.

2. Because such information can easily be obtained at the time that the other information required by the preceding section is being procured.

3. Because it is highly important in the public interest that the several particulars referred to in said third amendment should be reported in the case of persons who are endeavouring to secure the imposition of additional taxes on the whole community.

4. Because, in the opinion of the Senate, the said special inquiry is relevant to the purpose of the Bill.

5. Because the said inquiry and information is desirable and will not unduly hinder or delay the inquiry provided for by the Bill.

Mr. WHITE (Leeds). 1 beg to move that the message be taken into consideration now.

Motion (Mr. White, Leeds) agreed to.

Mr. WHITE (Leeds). In connection with this motion, I can only say that I must express my very great surprise at the action which the Senate has seen fit to take in connection with this Bill. On Saturday of last week we had under consideration the four amendments proposed by the Senate to the Bill providing for the appointment of a Tariff Commission. The first of these amendments related to the matter of the tenure of office of the commission. The Bill provided that each commission. The Bill provided that each commission. missioner should hold office for a period of five years in the first instance, but that he might be removed by order in council at any time for cause. It was also provided that a commissioner, at the expiration of his term of office, should be eligible for reappointment. The Senate amended that clause so as to read that:

Each commissioner shall hold office during pleasure.

This House was pleased to concur in that amendment. The second amendment made by the Senate was to subsection (d) of section 4. The wording of that subsection was as follows:

The cost, efficiency and conditions of labour in Canada and elsewhere.

As wide a wording as, 1 think, it was possible to have adopted. The Senate suggested the following amendment 'Includ-ing health of employees,' and this House was pleased to concur in the recommendation, although I think it would appear, on a just and proper interpretation of the subsection affected, that it was entirely unnecessary. The fourth amendment suggest-ed by the Senate was to section 2, which read's as follows:

The commission shall make inquiry into any other matter, upon which the minister desires information, in relation to any goods which, if brought into Canada or produced in Canada, are subject to or exempt from duties of customs, and shall report to the minister.

The Senate proposes to amend it by adding the following words:

And inquiry into any such matter may in-clude inquiry as to the effect which an in-crease or decrease of the existing rate of duty upon a given commodity might have upon any industry or trade.

The government and the House were pleased to concur in that amendment, although it is permissive in character and, in my judgment, entirely unnecessary having regard to the wording of section 2. So that, out of four amendments proposed by the Senate, three of them were concurred in by the government and this House, al-though I think it will appear on a fair reading of the sections so amended by the Senate, that the amendments in which we have concurred, for the purpose of acquiesc-ing in the views of the Senate, were entirely unnecessary. Now, I come to the fourth amendment to which the govern-ment disagreed. The fourth amendment relates to subsection 2 of section 4, and, as I pointed out to the House on Saturday, if for no other reason in relation to an important statute such as this, than the wording suggested in the amendment by the Senate, it should, in so far as my judgment goes, be, without hesitation, re-

jected by this House as it was rejected. The wording of the provision which the Senate proposes to attach to section 4 is. I submit, as to its main features, entirely unintelligible. As far as the main wording goes, the amendment is not related in any way to the objects of the section, and as far as some of the subsections of the proposed amendment are concerned, they are unintelligible having regard to the context and the wording that precedes them. To illustrate: Section 4 is as follows:

In respect of goods produced or imported into Canada the commission shall, under the

(a) the price and cost of raw materials in Canada and elsewhere, and the cost of trans-portation thereof from the place of production to the place of use or consumption; (b) the cost of production in Canada and

elsewhere;

(c) the cost of transportation from the place of production to the place of use or consump-tion, whether in Canada or elsewhere; (d) the cost, efficiency and conditions of

labour-

And with the amendment of the Senate----

-including health of employees, in Canada and elsewhere;

(e) the prices received by producers, manufacturers, wholesale dealers, retailers and other distributors in Canada and elsewhere;

(f) All conditions and factors which affect or enter into the cost of production and the price to the consumers in Canada.

And (e) a general clause as wide as it could possibly be made in order to cover all the purposes and all the objects which this particular section has in view.

(g) Generally, all the conditions affecting the production, manufacture, cost and price in Canada as compared with other countries.

There is not one word in that section with reference to the questions of duty, increase of duty, or reduction of duty; there is not one word in regard to tariff The main object and purpose of duties. the Tariff Commission is not to raise duties, is not to advise even with regard to to raising of duties, it is not to lower duties or to advise in regard to the lowering of duties necessary. The sole object of this commission, as has been stated in this House a hundred times, if it has been stated once during the course of the de-bate, is to ascertain economic facts upon which this government, which has not delegated and cannot delegate its constitutional powers to any outside body, may come to a conclusion in regard to the question of duties or in regard to its tariff policy. We will have that much information available in addition to that which we have available at the present time upon the subject, because it will be the duty of this commission to make an economic investigation, to ascertain certain facts and report to the minister. This is an amend-

ment which I think this House should have rejected on account of its wording if for no other reason, and I would have hoped with all due respect to the Senate that that body itself would have concurred in the decision of this House for that, if for no other reason.

Provided always that in all cases where an application for any increase is made to the government.

Now, I submit that that is absolutely unintelligible, having regard to section 4 to which it is attached. There is not a man in this House who can say that that proviso as it is in this amendment is not unintelligible.

Provided that in all cases where any application is made for any increase-

Increase of what? There is nothing to suggest. Increase of salary? Any increase that may be suggested. We are drafting a statement; and I submit, with all due respect to the Senate, that wording of that kind in connection with such a statute should not have been sent here as coming from the Senate of Canada. It is not as though a mere mistake had been made, but the matter was pointed out and tihs wording which, as I have said, should not appear in the statutes of this country, is sent back deliberately.

Mr. LENNOX. May I ask the Minister of Finance, is it a fact that he himself stated these reasons in discussing the matter before?

Mr. WHITE (Leeds). I stated in full the same reasons that I am going over to-day, and they appear in 'Hansard' and so were available to the Senate.

Provided always that in all cases where any application for an increase is made to the government, the commission shall, in addition to reporting upon the above matters make a special report, which, in the case of any in-dustries established, shall state-

Let as assume, as I said the other day. that the increase referred to is an increase of duty, as we might gather from subsection (e). Now, assuming that, let us look at what this means. Hundreds of letters come to the government every year-they come in almost daily-asking for increases of duty. In such cases the government does not necessarily make inquiry, because it may be perfectly obvious to the government that no increase will be considered. Yet this amendment goes so far as to provide that if a man writes a letter to the government asking for an increase in duty, then: 'The com-mission shall, in addition to reporting upon the above matters'-go into all the details here provided. I say, from the standpoint of the wording of the main of haste in drafting, the same objection Mr. WHITE (Leeds).

section and with regard to the intention as disclosed by the wording of this subsection, not only is this provision in itself unintelligible, but it is entirely inconsistent with the purposes of the Bill. Now, let us see the information that the Senate requires to be covered in this report.

(a) The number of factories now existing and the number of hands now employed, giving in each case the number of men, women and children respectively;

'The number of factories 'now' existing and the number of hands 'now' exist-ing and the number of hands 'now' employed.' What does 'now' mean in such a statute as this? The number of hands change in a factory, day by day, week by week, month by month. I say that the wording of the section is as unintelligible—I had almost said as senseless -as the wording of the main clause of the proviso.

I desire to point out further that this commission will have very heavy duties in connection with inquiries provided for under section 4, and it is not desirablehowever advantageous information of a certain kind may be to this House or to the country which may be obtained in some other way—that this commission should be unduly hampered in its work or unduly cumbered with duties which have no relevancy, or no necessary relevancy, to its duties as disclosed by this section. Now, let me go back and show what the commission is to inquire into under sec-ton 4. They must make inquiry into:

The cost, efficiency and conditions of labour, including health of employees in Canada and elsewhere.

Giving these words their plain, everyday interpretation, they cover every pos-sible condition in connection with labour which is at all pertinent or relevant to the inquiry which the commission is to make. And I come also to the further subsection 9:

Generally all the conditions-

The wording could not be more full or complete.

-affecting production, manufacture, cost and price in Canada as compared with other countries.

And report to the minister.

So, you have all the conditions affecting labour, including the health of employees, into which this clause would have the commission investigate. So, disregarding for the moment the wording, in so far as this purports to be an amendment of the section to which I have referred, it is entirely unnecessary and purely irrelevant. Then

from the point of good legislation, as in the main clause of the proviso of subsection (a).

In the case of any industry already established in Canada.

These are the main or governing words.

A list of the shareholders and the number and amount of shares held by each shareholder.

Now, I ask if there is any sense in that subsection? What shareholders? When we say 'shareholder' that suggests at once an incorporated company. Yet there is not one word preceding that as to a com-pany. 'A list of the shareholders.' What shareholders? Are all industries of this country held by incorporated com-panies? Are there no industries held by individuals or firms? Yet as I have said, not one word preceding this relating in any way, shape, manner or form to or suggestive of a company. It was pointed out to me the other day by an hon, member that all that information could be obtained from the provincial secretaries of the provinces and the Secretaries of State of the Dominion. I entirely concur, and I say that it is from these officials that that information should be obtained. And I say that this commission which, if con-stituted, will have heavy burdens thrown upon it under section 4, should not be cumbered, hampered, burdened, with obtaining information which is not in the slightest degree relevant to section 4-for there is not a word in section 4 with regard to tariffs or reduction or increase. It simply means that this amendment is to be used for purposes other than those which are in any way germane or relevant to the inquiry which they would be pro-secuting under the chief clauses of the Bill.

Number and amount of shares held by each shareholder.

What relation has that to the cost of production in Canada? And not only that, but what is the list of the shareholders? I know of no law preventing a man selling out his shares the day after he buys them. The list of shareholders for March is changed in April, the one in August is changed in September. A motion is made in this House for a return of the work of the Tariff Commission, and the House will get a list of shareholders in January which would be an authentic list in May, but which may have been changed in all particulars by November.

I submit to the judgment of this House, holding this matter closely to the point at issue, that the provision in this amendment of the Senate for a list of shareholders, and the number of amounts of shares held by each shareholder, is not only senseless, is not only irrelevant to section 4 to which it relates, but is absolutely useless, because of its total unreliability at the time it must come before this House. I now come to subsection (c). This amendment is permeated from start to finish with defects of precisely the same character. Subsection (c) is senseless and unintelligible with regard to the main clause to which it relates.

The dividends paid during each of the preceding ten years.

Dividends on what? There is not one word as to a company in the whole of the preceding Act. Now this matter was all threshed out in debate, and I am the last man in this House not to say, and I did say, that in ascertaining the cost of production-I am on record in 'Hansard' to that effect, my hon. friend and I entirely agreed as to that matter—with re-gard to the cost of production many factors enter, and among those factors are unquestionably these: First, what is the of that company? Were those bonds sold for cash? All those are pertinent inquiries -I am the first to say it—in ascertaining the cost of production in any manufacture. I go further than that. In addition to these charges which we call underlying charges, there are what we call overhead charges, the cost of management, insurance, labour and all those different elements of cost that we have to take account of in ascertaining the total cost of production in any particular factory, assuming that it is well managed and administered. I go further, and I say that with regard to the stock issues of the company, in order to ascertain the cost of production, a rea-sonable amount should be yielded to capital, whether in the form of bonds or stock; it is absolutely proper that the commission should know and inquire whether these shares were sold for cash at par, or if not at par, then at how much discount, and at what date they were so sold, either for cash or at a discount, and the time at which the dividends were paid upon these, so that we can see how much had been returned from the time when the stock was issued and the amounts at which it was issued, and what had been returned down to the present time. I say that all these are entirely pertinent in-quiries to make when you are seeking to ascertain the cost of production. Therefore, in so far as this resolution (c) could be deemed relevant at all, it is entirely objectionable on the grounds of the wording, it is covered absolutely, so far as it could be covered, by subsection (f) and by subsection (g) of the section which it purports to amend. Those subsections are as follows:

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(f) conditions and factors which affect or enter into the cost of production, and the price to the consumers in Canada; (g) generally, all the conditions affecting production, manufacture, cost and price in Canada compared with other countries.

Now I submit this to the House, that there is not an economist in Canada, there is no man who has been in the habit of considering questions of this kind, who will say that the question of dividends, the interest upon bonds, all questions of that kind, are not absolutely covered by the subsections to which I have referred, and therefore, so far as the sections of this amendment are covered by the main subsections of subsection 4 which it purports to amend, they are entirely irrelevant and unnecessary, as this House stated in the resolutions which it passed already. I come now to this:

(d) The wages of hands and the number of hours worked per diem.

That is useful information to be obtained, but except in so far as it is pertinent and relevant to section 4, except in so far as it is pertinent to the cost of production, it is surplusage, and in its nature entirely unnecessary and cumbersome to this commission which, as I have already said, will be otherwise busy almost up to the limit of its energies and powers. 'The wages of hands and the number of hours worked per diem,' is covered by subsection (d) and I ask this House could any wording be any wider than this:

The cost, efficiency and conditions of labour, including health of employees in Canada and elsewhere.

In so far as they relate to the basis of this section, namely, the cost of production in Canada. Then I come to (e):

The total amount of goods of the kind on which such increase of duty is demanded, consumed in Canada, whether home-made or imported.

I have the same objection to that precisely as to subsection (b) regarding a list of the shareholders. Why? Because it is a changing condition from time to time. That commission is at work in April, makes its investigations and obtains House later in the year, in November, December or January, when the whole situ-ation has shifted, therefore, it is unre-liable information; not only that but it is irrelevant to section 4 of the main section, the clause which it purports to amend.

Now I have set out at some length my

Mr. WHITE (Leeds).

other three amendments because they did not in any way disturb the scope of the commission, although one of them which might be so deemed to be inconsistent with the scope of the commission, was permissive in character. We tried to meet the Senate, and for the reasons which I gave the other day, and for the reasons which I give to-day, I cannot for the life of me see why the Senate is justified in rejecting the deliberate opinion of this House with regard to the third amendment, an amendment which I have shown, I think, conclusively is badly worded, is hastily drawn, and is an example of bad draftsmanship, and is irrelevant as to the rest. I speak now with the greatest possible respect for the Senate of Canada. We all understand that the Senate is a House co-ordinate with this House.

Both of us must concur as to legislation. We do not dispute that at all. The Senate has the right to reject this Bill, but this House has a perfect right to stand by its own opinion as to the scope and purpose of the Bill and as to whether the amendment suggested by the Senate infringes on that scope and that purpose and as to whether it is entirely unnecessary. But, conceding that much, I say further that this House has a perfect right to say that parliament shall not put upon the statute-book of this country an amendment of this character if for no other reason than that it is unintelligible. We are making the laws of the country, we are responsible for them, and I submit with the very greatest respect to the Senate that a wording of that kind would be an absolute blemish on the statutes of this session. I have no hesitation in saying that I know that every lawyer in this House who reads this amendment will agree with me. Recognizing to the full the right of the Senate to reject this Bill, I say that they must take the entire responsibility before the country for re-jecting this Tariff Commission Bill if they disagree with the motion I propose to make. Whether they are willing or un-willing to accept that responsibility, of course, I am unable to say. It is perfectly within their constitutional right to reject the Bill, and I desire to be so understood, so that there may be no misunderstanding, and I speak with the very greatest possible respect for the Senate. It is their right and duty to review our legislation. It is their duty, if they disagree from us, to express that disagreement, but they must be responsible as far as the public are concerned. The responsibility for reject-ing the will of this House, the popular that the Senate of Canada should reject the opinion of this House with respect to the third amendment. We accepted the which has been fully and carefully and maturely considered here.

Let us consider for a moment as to this legislation for a Tariff Commission. The right hon. leader of the opposition (Sir Wilfrid Laurier), the other day, said, or I understood him to say, that it was a mat-ter for congratulation that there was so little difference between ourselves and the Senate in regard to this question, that it was reduced to a minimum. Reduced to a minimum and the Senate take the responsibility of sending back to this, the popular branch of the assembly, their disagreement in regard to this proviso which is objectionable to every man in this House on the grounds that I have mentioned! The Senate must take the full responsi-bility. In regard to this Tariff Commission: it was a pledge given by my right hon. friend the leader of the government (Mr. Borden) to the people. Included in the public platform of my right hon. friend was the pledge that there would be a Tariff Commission. That platform, in so far as this particular plank is con-cerned, and in other respects, was ap-proved by the people of Canada. There has been an expectation on the part of the people that this pledge would be redeemed and at an early part of the session an effort was made to redeem this particular pledge as an effort has been made to redeem all the pledges which my right hon. friend gave. One reason why we have been in session so long has been that this government determined to carry out all its pledges, or substantially all its pledges that it could, and instead of a short session we have had the example here of ministers new to their office since October last taking up in the first session of this government legislation of a most important kind and putting it through the House in order that we might redeem the pledges given to this country. What is the result? I take the election of this government by an overwhelming majority to mean that the platform of my right hon. friend the leader of the government was endorsed by the public. This is not the case of a moribund government or House of Commons. It is the case of a House of Commons and government freshly elected by the people, representing the will of the people. This is one of the issues, this is one of the pledges and if the Senate, notwith-standing the fact that my right hon. friend has spoken of a minimum of disagreement, choose to take the responsibility of rejecting this Bill on the ground which has been stated, then, of course, it is for the peo-ple to judge between this House and them. We had a mandate from the people to create a Tariff Commision. Upon all the grounds which I have mentioned, upon the

ground that the amendment itself is senseless and unintelligible in wording and consequently unfit to be put upon the statute book of this country, upon the ground that, in so far as any part of the amendment is relevant to the object of the commission, that part is already abundantly covered in the part of the Bill which makes express provision for covering it, I propose to ask this House to persist in its disagreement to the amendment which the Senate has made, and to say that the government stand by the decision which it reached on Saturday with regard to this Bill. I therefore, beg to move, seconded by Mr. Monk:

That a message be sent to the Senate acquainting their Honours that this House having considered the further message from their Honours respecting Bill (No. 88) an Act to provide for the appointment of a Tariff Commission, doth adhere to the message already sent to their Honours respecting the said Bill on the 30th day of March last.

Sir WILFRID LAURIER. Mr. Speaker, it is a very old saying that there is none so blind as he who will not see, and from the speech of my hon. friend (Mr. White, Leeds), to which I have listened with a great deal of care, it appears to me that he is affiliated with that kind of blindness. He will not see. I have listened, as I have said, with a great deal of care and attention to every word which has been said by my hon. friend and I am sure that he will not say that I do him any injustice when I say that three-fourths of his argument consisted simply in verbal criticisms of the amendment of the Senate. In his opinion, the amendment is not intelligible, it is not properly worded. The criticism which he made as to the merits of the amendment, was very light; the criti-cism of the wording of the amendment was the staple of the argument of my hon. friend. If my hon, friend is anxious to improve that of which he is complaining, if the wording is not, in his opinion, as clear as it should be, it is very easy for him to make it clearer. He has a remedy provided in the rules of this House for problems of this kind. He can ask for a conference with the Senate on this matter, and the wording can be made clear. But, my hon. friend has refused to ask for a conference. He says to the Senate: We will not ask for a conference upon this matter. We are not satisfied with your language, but we will not ask for a conference. A conference of this kind might be asked for by one side or the other side of the House. I have always so interpreted the rules of this House. Again and again during the last and previous parliaments, there have been conferences with the Senate, when there were disagreements

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between these two bodies of the legislature. Therefore, it was open to my hon. friend to ask for a conference. But my hon. friend, instead of asking for a conference with the Senate, says: No, we reject this amendment, because it is not sufficiently grammatical, or æsthetic.

Mr. WHITE (Leeds). May I ask the right hon. leader of the opposition if he does not know that according to constitutional usage messages have now practically superseded conferences in relation to Bills? I am reading from May——

Sir WILFRID LAURIER. I know nothing of the kind, and I leave it to the experience of the last parliament and the parliament before that. I will give case after case in point; I will give the case of the Sunday Observance Bill, which was passed in 1909, and in regard to which we had a conference with the Senate.

I could give him example after example, but this will suffice. Are we to be told at this stage of parliamentary government that when there is a disagreement between the two Houses of Parliament there is no way of coming to an agreement, and to further discuss the matter? Why, Sir, it is obvious that a conference is the only and proper method to adopt. I am not surprised that my hon. friend did not ask for a conference. This resolution, which we heard him discussing for half an hour, did not bear serious discussion. My hon. friend has repeated ten times over that when the Senate made the amendment:

Provided always that in all cases where an application for an increase is made.

He did not know what was the nature of the increase which was meant. Was it an increase of salary for instance, he said. Could anything be more unworthy of my hon. friend than such a suggestion. Here is a Bill, the very title of which is 'to establish a Tariff Commission.' The object of the Bill is to deal with tariff matters, and when an increase is referred to, any schoolboy could understand it refers to an increase in the tariff. With all due deference to my hon. friend it is childish to use such an argument, that he does not understand what is meant by the word 'increase.' I understand, and every one understands that when the amendment says:

Provided always that in all cases where an application for an increase is made to the government, the government shall, &c.

Every one understands that means an increase in the tariff. The hon. gentleman tells us seriously, and apparently there are men who take his word seriously, that he does not know what is meant by 'an increase' there, and yet there is not a man,

Sir WILFRID LAURIER.

or a child, nor a babe in this country who does not understand that when an increase is referred to, it means an increase in the tariff. I am not surprised that my hon. friend does not want to discuss this matter with the Senate, because he would be told at once: very well, if you do not under-stand this, we will make it clearer. The other arguments of my hon. friend are on a par with that. Now, I come to the sub-stance of his objection to the amendment. This is a Tariff Commission, and the amendment made by the Senate is that, whenever an application is made by any party, for increasing the tariff, that under such circumstances the commission-shall not make a recommendation, not give advice-but the commission shall under such circumstances investigate the matter, and make a report on:

The number of factories now existing and the number of hands now employed, giving in each case the number of men, women and children respectively.

My hon. friend had a good deal of argument of a minute character upon the word 'now' in that clause, but there can be no difficulty and no misunderstanding as to that word. The word 'now' would, of course, mean at the time the application is made. Then, another amendment is, that there shall be given:

A list of the shareholders and the number and amount of shares held by each shareholder.

My hon. friend's criticism on that is that he does not know what shareholder is meant. Well, I would imagine it would be a shareholder of the company applying. It is not so stated in the amendment, I admit, but my common sense would tell me that it is a shareholder of the company, and the common sense of my hon. friend can suggest nothing else. Then, another amendment says that there shall be given:

The dividends paid during each of the preceding ten years.

That is evidently the real objection of my hon. friend. He believes that there is no necessity for knowing the dividends paid by any company which makes an application for an increase in the tariff, and he believes that the payment of dividends is not a thing which goes to make up the cost of production.

Mr. WHITE (Leeds). May I interrupt my right hon. friend to say that he is entirely misquoting what I said. I was the first to say that the question of dividends had a most important bearing upon the cost of production, I said so before, and I say so now.

Sir WILFRID LAURIER. I am glad to be corrected, and that being so my hon.

friend will not object if the commission is asked to make a report on the dividends paid during the preceding ten years. Then another amendment asks for:

The total amount of goods of the kind on which such increase of duty is demanded, consumed in Canada, whether home-made or imported.

It may be that all this information may not be necessary for the Minister of Finance to come to a conclusion whether or not an increase in tariff should be given, but even if it is not absolutely necessary nobody will deny that it would be useful to have such information. But, we under-stand the object my hon. friend has in objecting to this amendment. He will not have this information go to the public whenever an increase of tariff is asked for; that is the reason. I do not think I do an injustice to my hon. friend when I say that he is opposed to having this infor-mation go to the public. Well, Sir, in my judgment, this information is not only im-portant but extremely useful as well. My hon. friend has said that the Senate must take the responsibility of killing this Bill. For my part I shall be glad to share that responsibility with the Senate. The gov-ernment has introduced this Bill, they say, to redeem a pledge which was given by them that such a commission would be appointed. Mr. Speaker, there is a way and a way of implementing promises made at election times. Here is a commission which, according to the statement made by an important member sitting at the side of the Minister of Finance, the mem-ber for St. Antoine (Mr. Ames), was to be altogether composed of men who are partisans. The hon. member (Mr. Ames) told us they would have nobody on that commission but a man who was in sympathy with the views of the present government. Under the circumstances it was questionable in my mind whether such a commis-sion, composed of partisans, as we were told it was to be composed, would be at all conducive to the good which my hon. friend says he anticipated from it. I have something to say in conclusion to my hon. friend-I do not know whether the Senate will agree to the suggestion or not -but if as a consequence of the motion which is now before the House and which I suppose—and it is not a very violent supposition—will be passed by the maj-ority sitting behind the Minister of Finance; if the result of this motion is that the Bill is to be killed, I say to my hon. friend that it would not be an unmixed misfortune; on the contrary, in my judg-ment, it would be an unmixed blessing.

Mr. FOSTER (North Toronto). Mr. Speaker, I doubt if within the recollection of the oldest member of this House, a parallel to the action which is at present 216

holding the boards in this Chamber has ever been witnessed. My - right hon. friend may chop logic over straws just as much as he likes, but there are two points, and two points only, before this House, and there are two points, and two points only that will be taken cognizance of by this country. The first point that is paramount is the fact that we are fresh from the people, the source and fount of all power; fresh from the people after an agitation in this House for six or eight months, looking to a coming election, and then a thorough campaign through this country from one end to the other in which the issues were plainly stated. Amongst these issues were three which ane being decided now, in the last hour of this session of parliament. My right hon. friend who led the opposition and who to-day leads the government-in this House, before the elections were thought of, and in the country after the elections were begun and while they were being carried on, made his policy plain with reference to three great important points. One was, that we should have a Tariff Commission, not to make a tariff, but to get information up-on which a responsible ministry could form and frame a tariff. There were no 'ifs and ands' about that propaganda as placed before the country. That issue was placed clearly, repeatedly, plainly, before the people; everybody knew exactly what it meant, and after the elections my right hon. friend (Sir Wilfrid Laurier) opposite saw his majority of sixty in the last parliament, dwindled to nothing, and worse still for him, he saw the right hon. Prime Minister (Mr. Borden) back in this House, with a majority of 50 or 60 representatives of the people, pledged to support the policy he had submitted to the people of Canada. If ever there was a mandate from the people, that a government should implement their promises and bring down a measure to form a Tariff Commission, the result of the elections was that mandate unmistakably affirmed. My right hon. friend met his death on the 21st of September on that issue.

Mr. LEMIEUX. He is quite alive yet.

Mr. FOSTER (North Toronto). How is he alive today? It is by virtue of the men that were fed from his patronage and that earned at his hands, their rewards. Like the busy bee, storing up honey when the sun shines, my right hon. friend placed his own heelers in another part of this parliament, and when he dies he hopes to live again in those that he placed there to do his bidding. My right hon. friend squared himself up in this House and said: I am willing to share the responsibility

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with the Senate. Don't have any doubt about it-it is not the Senate that will have the responsibility; it is my right hon. friend who created the Senate, and who to-day moves the Senate that he has created to do his behest of defeating the will of the majority of the people of this country. There was a second principle daid down in the platform of the present Prime Minister and it was, that good roads were a necessity in this and every other progressive country; that not only the railways but the highways of the country were essential to the best development of Canada. My right hon. friend the Prime Minister laid down the platform that the highways of this country (coming on in their due course, and after the great rail-way lines had been fairly well cared for) should receive the attention of this gov-ernment and should be improved for the development of the country's traffic. My right hon. friend the Prime Minister, then leader of the opposition, made that policy plain and clear before the people of Canada. Wherever he went, from British Columbia to Sydney, he felt the pulse of the people; he gave his promise, and he got from the people an unswerving and unfettered allegiance to that line of policy which he laid down. On the 21st of Sept-ember last my right hon, friend (Sir Wilfrid Laurier) met his doom at the hands of the people, and he met his doom on this of the people, and he met his doom on this among other questions. And now, after he and his party have died; after they have gone down before a triumphal maj-ority of the people of this country, he saves himself again through the men he has planted in the Senate, and he uses them to defeat the will of this parliament and of the people of Canada. I ask my right hon. friend (Sir Wilfrid Laurier) if he has been shorn of proper time for de-bate on either of these questions in this bate on either of these questions in this House. Has he not been granted full time and every privilege in that respect? Behind him sit a lot of able men, and he and his able men behind him debated both these questions. Every possible reason, plausible or otherwise, that could be brought in order to defeat that policy in this House, was brought forward, and yet the policy prevailed and the great majority of the people of this country still adhere to their approbation of that policy. Are there abler debaters in the Senate than are to be found behind my right hon. friend in this House; can they bring forward stronger words and better reasons than can my right hon. friend and the men who sur-round him? I do not think so. If ever two questions were thoroughly debated and passed upon, after thorough discussion in this House, it was these two measures. My right hon. friend says: I will share responsibility with the Senate. I place it upon him, and the people of this country Mr. FOSTER (N. Toronto.)

place it upon him. And although he may be successful this hour; the hour is coming and fast coming when he will rue the ill-advised insurrection of the unpopular branch of the legislature of the parliament of this country against measures which are the people's will and which the people have declared at the polls to be necessary towards the success of the new policy which has been propounded by the leader of the Conservative party. There is another measure which I believe has also been slaughtered in the Senate at the behest of my right hon. friend (Sir Wilfrid Laurier). I refer to the Temiskaming and Northern Ontario Railway Bill. Does he mean to tell the House or the country that if he had not lifted his voice and given his persuasion against them, either of these Bills would have been destroyed by the Senate; does he mean to say that if he lifted his little finger in favour of these measures there would be any opposition in that other branch of our parliament to prevent them becoming law? Yes, the responsibility becoming law? Yes, the responsibility is with my right hon. friend. We are very glad to let him claim the responsibility if he wishes. Let him take it as he must, and let him suffer by it as he will.

Motion (Mr. White, Leeds) agreed to on division.

## PROROGATION.

A message from His Royal Highness the Governor General by the Gentleman Usher of the Black Rod:

Mr. Speaker,-His Royal Highness the Governor General desires the immediate attendance of this House in the Chamber of the hon. the Senate.

Accordingly Mr. Speaker, with the House, went up to the Senate Chamber.

In the Senate Chamber, His Royal Highness the Governor General was pleased to give in His Majesty's name, the Royal Assent to the following Bills:

An Act respecting the Department of External Affairs.

An Act to amend the Civil Service Act.

An Act to amend the Civil Service Act. An Act respecting the Ontario and Ottawa Railway Company.

An Act respecting the Montreal, Ottawa and Georgian Bay Canal Company. An Act respecting the Kettle Valley Railway

Company.

An Act respecting the Kootenay Central Railway Company.

An Act respecting the Manitoba and North-

An Act respecting the Manitoba and North-Western Railway Company of Canada. An Act respecting the Gatineau and Ungava Railway Company, and to change its name to the Ottawa and Ungava Railway Company. An Act respecting the United Gold Fields of British Columbia (Limited).

An Act respecting the Esquimalt and Nanaimo Railway Company.

Act respecting the Windsor, Chatham An and London Railway Company.

An Act to incorporate the Quinze River and Ottawa Railway Company. An Act respecting the Canadian Northern

and Montreal Tunnel and Terminal Company, Limited.

An Act to incorporate the Roman Catholic Episcopal Corporation of Keewatin.

An Act respecting the Rainy River Radial Railway Company.

An Act to incorporate Révillon Frères Trading Company, Limited. An Act for the relief of Ethel May Stewart.

An Act for the relief of William Holloway Adams.

An Act to amend the Civil Service Act.

An Act to amend the Civil Service Act. An Act to incorporate the British Western Loan Company.

Act to create the Biological Board of An Canada.

An Act respecting the Harbour of Hamilton. An Act respecting the Architectural Insti-tute of Canada, and to change its name to the Royal Architectural Institute of Canada.

An Act to incorporate the Pacific Trans-

Canada and Hudson Bay Railway Company. An Act respecting the Saskatchewan Power

Company.

An Act respecting the Canadian Northern Railway Company

An Act respecting the Canadian Pacific Railway Company.

An Act to amend the Civil Service Act. An Act to amend the Civil Service Act.

An Act to amend the Fisheries Act.

An Act respecting the British Columbia and Dawson Railway Company. An Act respecting the Vancouver, Fraser Valley and Southern Railway Company.

An Act to incorporate the Interprovincial Fire Insurance Company. An Act to amend the Yukon Act.

An Act to incorporate the Montreal and Lake Victoria Railway Company.

An Act to incorporate the Western Dominion Railway Company.

An Act to incorporate the Prince Edward and Hastings Railway Company

An Act to incorporate the British American Trust Company.

An Act to incorporate Queen's Theological College.

An Act respecting certain Patents of the Continental Can Company

An Act respecting the Alberta, Peace River and Eastern Railway Company.

An Act to incorporate the Canadian Public Health Association.

An Act for the relief of Alvena Bell Leaitch. An Act for the relief of Isabella Helen Horncastle.

An Act for the relief of George McKay Sutherland.

An Act respecting Mexican Interurban Electric Traction Company, Limited, and te change its name to Mexican Interurban Elec-

tric Railway Company, Limited. An Act respecting the Saskatchewan Central Railway Company.

An Act respecting the Mexico North West-ern Transportation Company, Limited, and to change its name to Mexico North Western Pacific Railway Company.

An Act respecting Alabama Traction, Light and Power Company, Limited.

An Act to incorporate the Dominion Trust Company.

An Act to amend the Criminal Code.

An Act to amend the Canada Shipping Act. An Act to incorporate the Guarantee Life

Insurance Company of Canada.

An Act respecting the Methodist Church. An Act for the relief of Isobell Isaac.

An Act to incorporate the Universal Eye-

sight Insurance Company. An Act to incorporate International Guarantee Company.

An Act to provide for the extension of the Boundaries of the Province of Manitoba.

An Act respecting aid toward the construction of the Canadian Northern Alberta Railwav.

An Act to amend the Prisons and Reformatories Act.

An Act to amend the Exchequer Court Act. An Act to incorporate the Ottawa and Lake

McGregor Railway Company An Act for the relief of William Alexander

Hunt Jenkins.

An Act for the relief of Edith Harriet Duffy. An Act for the relief of John Angus Kennedv.

An Act for the relief of Henry Greek Wills.

An Act for the relief of Keitha Seeley

An Act for the relief of David George Davidson.

respecting the Montreal Central An Act

Terminal Company. An Act respecting the Ottawa, Montreal and Eastern Railway Company.

An Act respecting the Ottawa, Brockville and St. Lawrence Railway Company.

An Act respecting the St. Clair and Erie Ship Canal Company.

An Act to incorporate the Grand Lodge of the Loyal Order of Moose in the Dominion of Canada.

An Act for the aid and encouragement of Agriculture.

An Act to amend the Bank Act.

An Act to amend the Quebec Savings Banks Act.

An Act to amend the Militia Act. An Act to amend the Criminal Code.

An Act respecting the Harbour Commissioners of Montreal.

An Act to amend the Civil Service Act.

An Act to incorporate Capital Trust Cor-

poration, Limited. An Act respecting the incorporation of Live Stock Record Associations.

An Act to amend the Judges Act.

An Act to incorporate the Winnipeg and St.

Boniface Harbour Commissioners An Act to amend the Yukon Placer Mining Act.

An Act respecting the Government House

An Act to amend the Dry Docks Subsidies Act, 1910.

An Act to extend the Boundaries of the Pro-vince of Ontario.

An Act to provide an additional Annual Grant to the Province of Prince Edward Island.

An Act to extend the Boundaries of the Province of Quebec.

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An Act to authorize the granting of a Subsidy to the Canadian Northern Pacific Rail-way Company in aid of the construction of the railway therein mentioned.

An Act to authorize the sale to the Province of Manitoba of certain Ordnance Lands in the City of Winnipeg.

An Act to amend the Volunteer Bounty Act, 1908

An Act to authorize a Bounty to Volunteers who served the Crown during the Fenian Raids.

An Act to authorize the granting of Subsidies in aid of the construction of the Rail-ways and Bridges therein mentioned.

An Act to aid in construction of the Canadian Northern Alberta Company.

An Act respecting Grain. An Act respecting the Grand Trunk Railway Company of Canada.

An Act to ratify and confirm certain agreements between the Temiskaming and Northern Ontario Railway Commission and the Grand Trunk Railway Company of Canada.

An Act respecting the Subsidiary High Court of the Ancient Order of Foresters in the Dominion of Canada.

An Act respecting the Imperial Loan and Investment Company of Canada.

An Act to amend an Act of the present session intituled: An Act to incorporate the Ot-tawa and Lake McGregor Railway Company.

An Act to amend the Act of the present session, intituled: An Act respecting the Mon-treal Central Terminal Company.

An Act to amend the Act of the present session, intituled: An Act respecting the Ottawa, Montreal and Eastern Railway Company.

An Act respecting Queen's College at Kings-ton, and to change its name to Queen's University at Kingston.

An Act to aid the construction of certain Bridges on the Railway of the Saint John and Quebec Railway Company, and to confirm an agreement between the Company and the governments of Canada and New Brunswick.

An Act to consolidate and amend the Acts relating to the Dominion-Gresham Guarantee and Casualty Company. An Act to incorporate the British Trust

Company.

An Act respecting the Water in the Rail-way Belt and Peace River Block of Land.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:

' In His Majesty's name, His Royal Highness the Governor General doth assent to these Bills.

Then the Honourable the Speaker of the House of Commons addressed His Royal Highness the Governor General, as follows:

May it please Your Royal Highness: 'The Commons of Canada having voted the Supplies required to enable the government to defray the expenses of the public service. 'In the name of the Commons, I present to Your Royal Highness the following Bill: An Act for companying to High Mainstre contain

An Act for granting to His Majesty certain sums of money for the public service of the

financial years ending respectively the 31st March 1912 and the 31st March, 1913. to which Bill I humbly request Your Royal Highness' assent.

To this Bill the Clerk of the Senate, by His Royal Highness' command, did thereupon say:

' In His Majesty's name. His Royal Highness the Governor General thanks His Loyal Sub-jects, accepts their benevolence, and assents to this Bill.

After which His Royal Highness the Governor General was pleased to close the First Session of the Twelfth Parliament of the Dominion of Canada with the following

#### SPEECH:

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

I am glad, at this comparatively early period of the season, to be able to relieve you from further attendance in parliament.

The diligence with which you have applied yourselves to your public duties, calls for my warm acknowledgments.

The Act to extend the boundaries of Manitoba and to make financial provision commensurate with the requirements of its enlarged area, will, I am sure, be welcomed, alike by the present inhabitants of that province, and by those who dwell in the added territory now admitted to the advantages of the provincial status.

The enlargement of the limits of the provinces of Ontario and Quebec will undoubtedly contribute to the progress and development of those Northern territories which hitherto have been little known and which will henceforth form part of those great provinces.

Highly important and far-reaching advantages should result from the measure to aid and encourage agriculture in concert with the several provincial governments, which I doubt not will materially contribute to the development and progress of that great basic industry.

The Act respecting Grain-a most comprehensive measure-will, it is hoped, assist the farmer in the marketing of his produce, as well as in obtaining better prices, thus relieving him of disadvantages under which he has hitherto laboured.

Gentlemen of the House of Commons:

I thank you in His Majesty's name for the liberal provision you have made for the requirements of the public service.

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Honourable Gentlemen of the Senate: Gentlemen of the House of Commons:

I am happy to congratulate you on the many indications of the abounding prosperity of this country and I earnestly pray that the blessing of Providence may always attend this favoured land.

The Speaker of the Senate then said:

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

It is His Royal Highness' the Governor General's will and pleasure, that this parliament be prorogued until Thursday, the 9th of May next, to be here holden, and this parliament is accordingly prorogued until Thursday, the 9th May next.



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# FIRST SESSION—TWELFTH PARLIAMENT, 1911-1912.

Abbreviations of well known words and Parliamentary expressions are used in the following :-1°, 2° 3°, First Reading, Second Reading, Third Reading; 3 m. h., 6 m. h., 6 w. h., Three Months' Hoist, Six Months' Hoist, Six Weeks' Hoist ; \*, without remarks or debate ; Accts., Accounts ; Adjn., Adjourn; Adjd., Adjourned; Amt., Amendment; Amts., Amendments; Amalg., Amalgamation; Ans., Answer; Ass.; Assurance; B., Bill; B.C., British Columbia; Can., Canada or Canadian; C.P.R., Canadian Pacific Railway; Com., Committee; Co., Company; Conc., Concur, Concurred, Concurrence; Consd., Consider' Consideration; Cor., Correspondence; Deb., Debate; Dept., Department; Depts., Departments Div., Division; Dom., Dominion; Govt., Government; His Ex., His Excellency the Governor General; Hse., House; H. of C., House of Commons; Incorp., Incorporation; Ins., Insurance; I.C.R., Intercolonial Railway; Man., Manitoba; Mess., Message; M., Motion; m., moved; Neg., Negatived; N.B., New Brunswick; N.W.T., Northwest Territories; N.S., Nova Scotia; O.C., Order in Council; Ont., Ontario; P.E.I., Prince Edward Island; P.O., Post Office; Par., Paragraph; Prop., Proposed; Q., Quebec; Ques., Question ; Recom., Recommit ; Ref., Refer, Referred, Reference ; Rep., Report, Reported ; Reps., Reports; Res., Resolution; Ret., Return; Ry., Railway; Rys., Railways; Sel., Select; Sen., Senate; Sp. Special; Stmnt., Statement; Sup., Supply; Suppl., Supplement, Supplementary; Wthdn., Withdrawn; Wthdrl., Withdrawal; Y.N., Yeas and Nays; Names in Italics and parentheses are those of the mover.

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   1°\*, 970; 2°\*, 1530 (i).
- Bill (No. 56) Respecting the South Ontario Pacific Railway Company .-- (Mr. Nesbitt).
- 1°\*, 970; 2°\*, 1318 (i); in Com., and 3°\*, 3284 (ii).
- Bill (No. 57) Respecting the Union Bank of Canada.—(Mr. Barker).
   1°\*, 970; 2°\*, 1318 (i); in Com., and 3°\*,
- 2062 (ii).
- Bill (No. 58) Respecting the Department of External Affairs.—(Mr. Borden).
  1°, 971; 2°\*, 1434; in Com., and 3°\*, 1434
- (i).
- Bill (No. 59) To amend the Patent Act.-(Mr. Macdonell). 1°, 1020 (i).
- Bill (No. 60) To amend the Civil Service Act.--(Mr. Borden).
- es. Prop., 1018; in Com. on Res., 1032; 1°\* of B., 1033; 2° and in Com., 1434 Res. (i); 3343, 3540; 3°\*, 3631 (ii).
- Bill (No. 61) Respecting the Gatineau and Ungava Railway Company, and to change its name to The Ottawa and Un-gava Railway Company.—(Mr. Chabot). 1°\*, 1069; 2°\*, 1530 (i); in Com., and 3°\*,
- 3284 (ii).
- Bill (No. 62) Respecting the Kettle Valley Railway Company.—(Mr. Goodeve). 1°\*, 1069; 2°\*, 1530 (i); in Com., and 3°\*,
- 3284 (ii). Bill (No. 63) To incorporate the Premier Life Imsurance Company.-(Mr. Ben-
- nett, Calgary). 1°\*, 1069; 2°\*, 1530 (i); in Com., and 3°\*,
- 2449 (ii)
- Bill (No. 64) To amend the Navigable Waters Protection Act .- (Mr. Bradbury). 1069 (i).
- 1°, 1069 (i).
   Bill (No. 65) To correct certain Clerical Errors in the French Version of the Revised Statutes, 1906.—(Mr. Doherty).
   1°, 1197; 2° and in Com., 1438; 3°\*, 1440 (i).
- Bill (No. 66) Respecting the Public Archives. (Mr. Borden).
- In Com. on Res., 1282; 1°\* of B., 12 1440; in Com., 1494; 3°\*, 1713 (i). 1282; 2°,
- Bill (No. 67) Respecting the Interprovincial and James Bay Railway Company.-(Mr. 10\*
- White, Renfrew). <sup>2\*</sup>, 1409; 2<sup>0\*</sup>, 1577 (i); in Com., and 3<sup>0\*</sup>, 3284 (ii).
- Bill (No. 68) Respecting Queen's College at Kingston, and to change its name to 'Queen's University at Kingston.'-(Mr. Nickle).
  - Note: 1410 (i); 2°\*, 2560; Remarks, 3730, 3873; in Com., 3874 (ii), 4237, 4745; 3°, 4869 (iii); Sen. Amts., 6770 (iv). 10\*

# COMMONS DEBATES

BILLS-Con.

- Bill (No. 69) To incorporate Queen's Theo
  - logical College.-(Mr. Nickle). \*, 1410 (i); 2°\*, 2560 (ii); in Com., 4237, 4775; 3°\*, 4869 (iii).
- Bill (No. 70) To incorporate the Roman Catholic Episcopal Corporation of Kee-watin.—(Mr. McKay).
  1°\*, 1410; 2°\*, 1577 (i); in Com., and 3°\*,
  - 3672 (ii).
- Bill (No. 71) Respecting a certain patent of the Spirella Company of Canada, Limit-ed.-(Mr. German). 1°\*, 1410: 2°\*, 1577 (i); in Com., and 3°\*,
  - 2449 (ii).
- Bill (No. 72) To incorporate the Sterling Life Assurance Company of Canada .--(Mr. Blain). 1°\*, 1410; 2°\*, 1577 (i); in Com., 2448; 3°\*,
- 2559 (ii).
- Bill (No. 73) Respecting the Vancouve Island and Eastern Railway Company.-Vancouver (Mr. Barnard).
- <sup>2\*</sup>, 1410; 2<sup>°\*</sup>, 1577 (i); in Com., and 3<sup>°\*</sup>, 3284 (ii). 10#
- 1°, 1411 (i). Bill (No. 75) To amend the Senate and
- He (100. 75) 10 amend the Senate and House of Commons Act.—(Mr. Doherty). Res. prop., 1414; in Com. on Res., 1497; 1°\* of B., 1498; 2° and in Com., 1713; 3°\*, 1714 (i).
- Bill (No. 76) To amend The National Transcontinental Railway Act .- (Mr. Cochrane).
  - 1571; 2° and in Com., 1866 (i); 3126, 10 3364; 3°\*, 3539 (ii).
- Bill (No. 77) To Encourage and Assist the Improvement of Highways.-(Mr. Cochrane).
  - , 1571 (i); 2°, 3633; in Com., 3667, 3672, 3946 (ii); 3°, 4140 (iii); Sen. Amts., 6397, 10 6731 (iv).
- Bill (No. 78) To amend the Inspection and Sale Act.—(Mr. Foster).
   In Com. on Res., 1839; 1°\* of B., 1839 (i); 2° and in Com., 6188, 6678; 3°\*, 6680 (iv).
- Bill (No. 79) Respecting the Alberta Rail-Irrigation Company-(Mr. way and
  - Buchanan). 1°\*, 1862 (i); 2°\*, 2186; in Com., and 3°\*, 3284 (ii).
- 3254 (11).
   Bill (No. 80) Respecting the Dominion Trust Company, Limited, and to change its name to Dominion Trust Company.— (Mr. Macdonell).
   (Mr. Macdonell).
   (Mr. 000 (i) 000 (ii) in Com 4237.
  - \* 1862 (i); 2°\*, 2062 (ii); in Com., 4237; 3°\*, 4238 (iii). 10#
- Bill (No. 81) To incorporate the High River, Saskatchewan and Hudson Bay Railway Company.—(Mr. Martin, Regina).
  1°\*, 1862 (i); 2°\*, 2186; in Com., and 3°\*, 3284 (i).
- Bill (No. 82) To incorporate the Northern Territorial Railway Company.-(Mr.
  - McKay). 1°\*, 1862 (i); 2°\*, 2415; in Com., and 3°\*, 3284 (ii).
- Bill (No. 83) Respecting the Saskatchewan Power Company.-(Mr. McKay). 1°\* 1862 (i); 2°\*, 2186; in Com., and 3°\*,
- 3672 (ii).

BILLS-Con.

- Bill (No. 84) Respecting certain Patents of 2985,
  - Thomas D. Rambaut.—(Mr. Ames). 1°\*, 1862 (i); 2°\*, 2186; in Com., 2855, 3280, 3284, 3332, 3479; 3°\*, 3491 (ii).
- Bill (No. 85) To amend the Lord's Day Act. --(Mr. Verville). -(Mr. Vei 1°, 2057 (ii).
- Bill (No. 86) To amend the Railway Act.-1°, 2058 (ii).
- Bill (No. 87) To amend the Industrial Disputes Investigation Act, 1907.—(Mr. Macdonell). 1°, 2058 (ii).

- Bill (No. 88) To provide for the appointment of a Tariff Commission.-(Mr. White, of a Leeds).
  - Lecus).
    Res. prop., 1839 (i); in Com. on Res., 2157;
    1°\* of B., 2161; 2°m., 2591, 2668; Amt. (Mr. Guthrie) 2614, Neg. (Y. 52; N. 104)
    2752; in Com., 2862, 2939, 2994, 3540 (ii), 4079; 3° m., 4144 (iii); Sen. Amts., 6663, 6808 (iv).
- Bill (No. 89) To incorporate the Bank of Saskatchewan.—(Mr. Knowles). 1°\*, 2216; 2°\*, 2415; in Com., and 3°\*, 2854
- Bill (No. 90) Respecting the Esquimalt and Nanaimo Railway Company.-(Mr. Cle
  - ments). 1°\*, 2216; 2°\*, 2415; in Com., and 3°\*, 3284 (ii).
- Bill (No. 91) Respecting the Kootenay Central Railway Company.--(Mr. Clements) 1°\*, 2217; 2°\*, 2415; in Com., and 3°\*, 3284 (ii).
- Bill (No. 92) Respecting the Manitoba and North Western Railway Company of Canada.-(Mr. Cash).
- 10\* 2217. 2°\*, 2415; in Com., and 3°\*, 3284 (ii).
- - 1°\*, 2217; 2°\*, 2415; in Com., and 3°\*, 3284 (ii).
- - 1°\*, 2217; 2°\*, 2784 (ii); in Com., and 3°\*, 4171 (iii).
- Bill (No. 95) Respecting the National Trans-White. continental Railway. - (Mr. Leeds).
- Res. prop., 2296; in Com. on Res., 2378; 1°\* of B., 2381; 2°, 3060; in Com., and 3°\*, 3126 (ii).
- Grain Act.-(Mr. Foster, Toronto). Bill
- Res. prop., 793 (i); in Com. on Res., 2405; 1°\*, of B., 2°\*, and in Com., 2406; 3°, 2575 (ii).
- Bill (No. 97) To provide for further Advan
  - Gui (No. 97) To provide for further Advances to the Harbour Commissioners of Montreal.--(Mr. Hazen.)
    Res. prop., 2295; M. for Com. on Res., 2406, 2415; in Com. on Res., 2420; 1°\* of B., 2420; 2°\*, in Com., and 3°\*, 3632 (ii).

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- Bill (No. 98) Respecting the Canadian Pacific Railway Company.-(Mr. Mc-
  - Craney). 1°\*, 2664; 2°\*, 3284 (ii); in Com., 5198; 3°\*,
- Bill (No. 99) Respecting the Ottawa, Mon-treal and Eastern Railway Company.-(Mr. Bickerdike). 10\*
  - , 2664; 2°\*, 3284 (ii); in Com., and 3°\*, 4171 (iii).
- Bill (No. 100) For the Aid and Encouragement of Agriculture.--(Mr. Burrell). 1° m., 2849 (ii); 2° and in Com., 5277 (iii); 3° m., 5561 (iv).
- Bill (No. 101, from the Senate) To incor-porate the British Western Loan Company.—(Mr. Martin, Regina). 1°\*, 3049; 2°\*, 3284 (ii).
- Bill (No. 102, from the Senate) For the Re-lief of Edna Wells.-(Mr. Beattie). 1°\*, 3049; 2°\*, 3285; in Com., and 3°\*, 3672 (ii).
- (No. 103) To amend the Government Works Tolls Act.-(Mr. Monk). Bill 3049; 2° and in Com., 3450; 3°\*, 3539
- Bill (No. 104) To amend the Civil Service
- Act.--(Mr. Borden). Res. prop., 2862; in Com. on Res., 3143; 1°\* of B., 3146; 2°, 3347; in Com., 3349; 3°\*, 3539 (ii).
- Bill (No. 105) To amend the Post Office Act.--(Mr. Pelletier).
   Res. prop., 3056; in Com. on Res., 3154; 1°\* of B., 3155; 2°, 3349; in Com., 3355; 3°\*, 3954. (ii) 3364 (ii).
- Bill (No. 106) To amend the Civil Service Act.-(Mr. Pelletier).
- Res. prop., 3056; in Com. on Res., 3155; 1° of B., 3155 (ii); 2° and in Com., 4782, 5264; 3°\*, 5268 (iii).
- l (No. 107, from the Senate) Respecting the Pollution of Navigable Waters.— (Mr. Bennett, Simcoe). Bill (No. 1°\*, 3449 (ii).
- Bill (No. 108, from the Senate) Respecting The Trust and Loan Company of Canada.-(Mr. Baker).
  - 1°\*, 3349; 2°\*, 3672 (ii); in Com., and 3°\*, 4237 (iii).
- Bill (No. 109, from the Senate) For the relief of Herbert Horsfall.—(Mr. Kay). 1°\*, 3449; 2°\*, 3672 (ii); in Com., and 3°\*, 4701 (iii).
- Bill (No. 110, from the Senate) For the relief of Kenneth Molson.-(Mr. Rhodes). 1°\*, 3449; 2°\*, 3672 (ii); in Com., and 3°\*, 4701 (iii).
- Bill (No. 111) To authorize the payment of a subsidy to the Collingwood Ship-
- Building Company, Ltd.—(Mr. Monk). Res. prop., 3343; in Com. on Res., 3450; 1°\* of B., 3451; 2°, 3633; in Com., and 3°\*, 3633 (ii).
- Bill (No. 112, from the Senate) For the relief of James Denny.—(Mr. Aikins).
  1°\*, 3630 (ii); in Com., and 3°\*, 4701 (iii). Gł

BILLS-Con.

- Bill (No. 113) To amend the Civil Service Act.--(Mr. White, Leeds). Res. prop., 3539; in Com. on Res., 3632; 1° of B., 3633 (ii); 2° and in Com., 4081; 3°\*, 4082 (iii).
- Bill (No. 114, from the Senate) To incorporate Révillon Frères Trading Company, Limited.—(Mr. Barker).
  1°\*, 3828 (ii); 2°\*, 4171; in Com., 5202; 3°\*, 5004 (iii)
  - 5204 (iii).
- Bill (No. 115) To provide for the Extension
- M (No. 116) To provide for the Province of Manitoba.—(Mr. Borden).
   Res. prop., 3538; in Com. on Res., 3835; 1° of B., 3898 (ii); 2°m., 4263, 4353; Amt. (Sir Wilfrid Laurier) 6 m. h., 3886, 4375; Amt. Nor. (V. 55. N. 102), 4395, 92 asserd Amt. Neg. (Y. 65; N. 103) 4395; 2° resmd. 4397, 4461; agreed to (Y. 114; N. 76) 4495; 4397, 4461; agreed to (1. 11\*; N. 76) 4\*55; in Com., 4496, 4584, 4656, 4701, 4836; 3°m., 4838; Amt. (Mr. Mondou) Separate Schools, 4839; Neg. (Y. 24; N. 160) 4925; Amt. (Mr. Beland) 4934; Neg. (Y. 52; N. 108) 4973; 3° agreed to, 4974 (iii).
- Bill (No. 116) To amend the Civil Service Act.—(Mr. Reid, Grenville).
   Res. prop., 3829, in Com. on Res., 3971; 1° of B., 3972 (ii); 2°, 4563; in Com., 4564; 3°\*, 4787 (iii).
- Bill (No. 117, from the Senate) To change the name of Ezra Butler Eddy Bessey.-(Mr. Fripp.) 10
- , 4139; 2°, 4238; in Com., and 3°\*, 4701
- Bill (No. 118) To create the Biological Board of Canada.—(Mr. Hazen).
  1°, 4037; 2° and in Com., 4551; 3°\*, 4555 (iii); Sen. Amdbs., 5690 (iv).
- Bill (No. 119, from the Senate) Respecting Company.—(Mr. Fripp). \*\*, 4236; 2°, 4395; in Com., 5204, 5483 (iii); 5903; in Com., and 3°\*, 5947 (iv). 10\*
- Bill (No. 120, from the Senate) For the re-lief of Ethel May Stewart.—(Mr. Clark). 1°\*, 4237; 2°\*, 4397; in Com., and 3°\* 5259 (iii).
- Bill (No. 121, from the Senate) Respecting the Rainy River Radial Railway Com-
- pany.--(Mr. Beattie). 1°\*, 4457; 2°\*, 4701; in Com., 5198; 3°\*, 5198 (iii).
- Bill (No. 122, from the Senate) For the re-lief of William Holloway Adams.-(Mr. MacNutt). 1°\*, 4457; 2°\*, 4701; in Com., and 3°\*, 5259
  - (iii).
- Bill (No. 123) To amend the Yukon Act .-

(Mr. Doherty). (Mr. Doherty). Res. prop., 3630 (ii); in Com. on Res., 4555; 1°\* of B., 4563; 2° and in Com., 5405; (iii); 5567; 3°\*, 5571 (iv).

Bill (No. 124) Respecting the Civil Service -(Mr. Pelletier).

Res. prop., 4042; in Com. on Res., 4583; 1°\* of B., 4584; 2°\*, in Com., and 3°\*, 4787 (iii).

- Bill (No. 125, from the Senate) To incorporate the Western Dominion Railway Company.--(Mr. Martin, Regina).
  1°\*, 4835; 2°\*, 5259 (iii); in Com., and 3°\*, 5011 (ir)
  - 5911 (iv).

- Bill (No. 126, from the Senate) To incorporate the Universal Eyesight Insurance Company.—(Mr. McLean, Queens).
  1°\*, 4835; 2°\*, 5259 (iii); in Com., 5907, 5940; 3°\*, 5942 (iv).
- Bill (No. 127, from the Senate) To incorporate the Canadian Public Health Association.—(Mr. Schaffner).
  1°#, 4835; 2°#, 5260 (iii); in Com., and 3°#,
  - 5947 (iv).
- Bill (No. 128, from the Senate) To incorpor-ate the Montreal Transcontinental Rail-way Company.-(Mr. Coderre).
  - 1°\*, 4835; 2°\*, 5260 (iii); in Com., and 3°\*, 5948 (iv).
- Bill (No. 129, from the Senate) Respecting the Alberta, Peace River and Eastern Railway Company.—(Mr. Chabot). 1°\*, 4835; 2°\*, 5260 (iii); in Com., 5904,
- 5942; 3°\*, 5946 (iv).
- Bill (No. 130, from the Senate) Respecting the Grand Trunk Railway Company of Canada.—(Mr. Currie). 1°\*, 4835; 2°\*, 5260 (iii); in Com., 5947, 6563,
- 6749; 3°\*, 6769 (iv).
- Bill (No. 131, from the Senate) For the re-lief of Isabell Isaac.—(Mr. MacNutt). 1°\*, 4835; 2°\*, 5260 (iii); in Com., and 3°\*,
- 5948 (iv).
- Bill (No. 132, from the Senate) Respecting Mexican Interurban Electric Traction Company, Limited, and to change its name to Mexican Interurban Electric Railway Company, Limited.--(Mr. Macdonell).
  - 1°\*, 4835; 2°\*, 5260 (ii); in Com., and 3°\*, 5948 (iv).
- Bill (No. 133, from the Senate) Respecting the Methodist Church.--(Mr. Aikins). 1°\*, 4975; 2°\*, 5260 (iii); in Com., and 3°\* 5948 (iv).
- Bill (No. 134, from the Senate) Respecting the British Columbia and Dawson Railway Company.-(Mr. Goodeve).
  - 1°\*, 4976; 2°\*, 5260 (iii); in Com., and 3°\*, 5911 (iv).
- Bill (No. 135, from the Senate) Respecting the Vancouver, Fraser Valley and Southerm Railway Company.—(Mr. Stevens).
  - 1°\*, 4976; 2°\*, 5260 (iii); in Com., and 3°\*, 5911 (iv).
- Bill (No. 136, from the Senate) To incorporate the Prince Edward and Hastings Railway Company.—(Mr. Hepburn). 1°\*, 4976; 2°\*, 5260 (iii); in Com., and 3°\*,
- 5911 (iv).
- Bill (No. 137) To amend the Volunteer Bounty Act, 1908.—(Mr. Rogers). 1°, 4974 (iii); 2°, 5968; in Com., 6176, 6450;
- 3°\*, 6454 (iv).
- Bill (No. 138) To incorporate the Winnipeg and St. Boniface Harbour Commissioners.-(Mr. Hazen).
- 1°, 4976 (iii); 2° and in Com., 5988; 3°\*, 6062 (iv).
- Bill (No. 139, from the Senate) To incor-porate the Ottawa and Lake McGregor Railway Company.-(Mr. Devlin). 2°\*, 5260 (iii); in Com., and 3°\*, 5911 (iv).

BILLS-Con.

- Bill (No. 140) To amend the Fisheries Act. -(Mr. Hazen). 1°, 5053; 2°, 5271; in Com., 5276; 3°\*, 5277
- Bill (No. 141, from the Senate) To incorporate The Interprovincial Fire Insurance Company.—(Mr. Lesperance).
  1°\*, 5156; 2°\*, 5260 (iii); in Com. ,and 3°\*, 5911 (iv)
- 5911 (iv). l (No. 142, from the Senate) For the relief of Alvena Bell Leaitch.-(Mr. Mac-Bill (No. 142, from the Senate) donald).
- 1°\*, 5156; 2°\*, 5260 (iii); in Com., and 3°\*, 5947 (iv).
- Bill (No. 143) To amend the Canada Shipping
- Act.-(Mr. Hazen). Res. prop., 5156; in Com. on Res., 5161; 1°\* of B., 5161; 2° and in Com., 5400; 3°\*, 5404 (iii).
- Bill (No. 144) Respecting Aid toward the construction of the Canadian Northern
- Alberta Railway.—(Mr. White, Leeds). Res. prop., 4140; in Com. on Res., 5162; 1°\* of B., 5166; 2° and in Com., 5404; 3°\*, 5405 (iii).
- Bill (No. 145, from the Senate) To ratify and confirm certain Agreements between the Temiskaming and Northern Ontario Railway Commission and the Grand [Aailway Company.-(Mr. Currie).
   75257; 2°\*, 5484 (iii); in Com., 5947, 6769; 3°\*, 6770 (iv).
- Bill (No. 146, from the Senate) Respecting the Saskatchewan Central Railway Company.--(Mr. Martin, Regina). 1°\*, 5257; 2°\*, 5484 (iii); in Com., and 3°\*,
- 5948 (iv).
- Bill (No. 147, from the Senate) For the relief of Isabella Helen Horncastle.— (Mr. Clark, Red Deer).
  1°\*, 5257; 20\*, 5484 (iii); in Com., and 3°\*, 5007 (int)
- 5947 (iv).
- from the Senate) To incor-Bill (No. 148, from the Senate) To incor-corporate International Guarantee Company.—(Mr. McCraney). 1°\*, 5257; 2°\*, 5484 (iii); in Com., and 3°\*,
- 5947 (iv).
- Bill (No. 149) Respecting Water in the Rail-way Belt and Peace River Block of Land.
- --(Mr. Rogers). 1°, 5257 (iii); 2° and in Com., 5968, 6175; 3° m., 6188, 6338, 6401 (iv).
- Bill (No. 150) Respecting the Harbour Commissioners of Montreal.—(Mr. Hazen).
  1°, 5258 (iii); 2° and in Com., 5690; 3°\*, 5960 (iv).
- Bill (No. 151) To extend the Boundaries of the Province of Quebec.—(Mr. Borden). Res. prop., 3944 (ii); in Com. on Res., 5268; 1°\* of B., 5270 (iii); 2° and in Com., 6160, 3°, 6188, 6338 (iv).
- Bill (No. 152) To extend the Boundaries of the Province of Ontario.—(Mr. Borden). es. prop., 3944 (ii); in Com. on Res., 5270; 1°\* of B., 5271 (iii); 2°, 6155; in Com., 6155; 3°\*, 6188 (iv). Res.
- Bill (No. 153, from the Senate) For the relief of George MacKay Sutherland.— (Mr. MacNutt).
  1°\*, 5400; 2°\*, 5484 (iii); in Com., and 3°\*, 5947 (iv).

C

- Bill (No. 154, from the Senate) To incorporate The Guarantee Life Insurance Company of Canada.—(Mr. MacNutt).
   1<sup>o\*</sup>, 5400; 2<sup>o\*</sup>, 5484 (iii); in Com., and 3<sup>o\*</sup>, 500 5948 (iv).
- Bill (No. 155, from the Senate), To incor-porate the British American Trust Com-
- pany.--(Mr. Blain). 1°\*, 5400; 2°\*, 5484 (iii); in Com., 5946; 3°\*, 5947 (iv).
- Bill (No. 156) To amend the Judges Act.--(Mr. Doherty). In Com. on Res., 5407, 5958; 1°\* of B., 5415 (iii); 2° and in Com., 6000; 3° m., 6062 (iv).
- Bill (No. 157, from the Senate) Respecting the Subsidiary High Court of the An-cient Order of Foresters in the Dominion of Canada.—(Mr. Macdonell). 1°\*, 5550 (iii); 2°\*, 5903; in Com., and 3°\*,
- 6770 (iv).
- Bill (No. 158, from the Senate) To incor-porate the Grand Lodge of the Loyal Order of Moose in the Dominion of
- Canada.—(Mr. Macdonell). °\*, 5550 (iii); 2°\*, 5903; in Com., 6126; 3°\*, 6127 (iv). 10\*
- Bill (No. 159, from the Senate) Respecting the Mexico Northwestern Transportation Company, Limited, and to change its name to Mexico Northwestern Pacific Difference (Nr. Mardenell) name to Mexico Northwestern Pacific Railway Company.—(Mr. Macdonell). \*, 2°\*, 5550 (iii); in Com., and 3°\*, 5948 10\* (iv).
- Bill (No. 160, from the Senate) Respecting Alabama Traction, Light and Power Company, Limited.—(Mr. Macdonell).
   1<sup>o\*</sup>, 2<sup>o\*</sup>, 5550 (iii); in Com., and 3<sup>o\*</sup>, 5948 (iv).
- Bill (No. 161, from the Senate) Respecting the Ottawa, Brockville and St. Lawrence Railway Company.—(Mr. Fripp). \*\*, 5550 (iii); 2°\*, 5903; in Com., 6127; 3°\*, 10\*
- 6127 (iv).
- Bill (No. 162, from the Senate) For the relief of William Alexander Hunt Jen-kins.-(Mr. Beattie). 10\*
- 5550 (iii); 2°\*, 5903; in Com., and 3°\*, 6128 (iv).
- Bill (No. 163, from the Senate) For the relief of Edith Harriet Duffy .-- (Mr. Wallace)
- 1°\*, 5549 (iii); 2°\*, 5903; in Com., and 3°\*, 6128 (iv).
- Bill (No. 164, from the Senate) For the relief of John Angus Kennedy .-- (Mr. Mc-Craney).
- 0\*, 5550 (iii); 2°\*, 5903; in Com., and 3°\*, 6128 (iv). 10\*
- Bill (No. 165) To amend the Criminal Code. -(Mr. Doherty). 1°, 5549; 2° and in Com., 5862; 3°m., 5892,
- 5960 (iv).
- Bill (No. 166) To amend the Prisons and Reformatories Act.-(Mr. Doherty). 2, 5552; 2° and in Com., 5892; 3°\*, 5893 10
- (iv).
- Bill (No. 167) Respecting the Incorporation of Live Stock Record Associations.-(Mr. Burrell).
  - 10 5553; 2°, 6021; in Com., 6023; 3°\*, 6062 (iv).

BILLS-Con.

- Bill (No. 168) To amend the Exchequer Court Act.-(Mr. Doherty).
- 5553; 2° and in Com., 5893; 3°\*, 5894 (iv).
- Bill (No. 169) To amend the Bank Act.--(Mr. White, Leeds).
- 10 5555; 2° and in Com., 5846; 3°\*, 5859 (iv).
- Bill\_(No. 170) To amend the Quebec Savings Bank Act.—(Mr. White, Leeds). 1°, 5556; 2°\*, in Com., and 3°\*, 5859 (iv).
- Bill (No. 171) To amend the Militia Act.-(Mr. Hughes, Victoria). 1°, 5556; 2° and in Com., 6061; 3°\*, 6062
- (iv).
- Bill (No. 172, from the Senate) Respecting the St. Clair and Erie Ship Canal Com-pany.-(Mr. Lalor). 1°\*, 5680; 2°\*, 5903; in Com., 6127; 3°\*, 6128 (iv).
- Bill (No. 173, from the Senate) For the re-lief of Henry Greek Wills.-(Mr. Beattie).
- 1°\*, 5680; 2°\*, 5903; in Com., and 3°\*, 6128 (iv).
- Bill (No. 174, from the Senate) For the re-lief of Keitha Seeley.—(Mr. Wallace). 1°\*, 5831; 2°\*, 5903; in Com., and 3°\*, 6128
  - (iv).
- Bill (No. 175, from the Senate) For the re-lief of David George Davidson.-(Mr. Lennox). \*, 5831; 2°\*, 5903; in Com., and 3°\*, 6128
- 10\* (iv).
- Bill (No. 176, from the Senate) To con-solidate and amend the Acts relating to the Dominion Gresham Guarantee and Casualty Company.-(Mr. Barker). 1°\*, 5831; 2°\*, 5903; in Com., and 3°\*, 6128
- (iv). Bill (No. 177, from the Senate) To incor-porate Capital Trust Corporation, Limit-ed.-(Mr. Tobin).
- ed.—(Mr. Tobin). 1°\*, 5831; 2°\*, 5903; in Com., and 3°\*, 6128 (iv).
- Bill (No. 178) To provide an additional Annual Grant to the Province of Prince Edward Island.—(Mr. White, Leeds).
  Res. prop., 5558; in Com. on Res., 5859; 1°\* of B., 5862; 2° and in Com., 6114, 6128; 3°\*, 6154 (iv).
- Bill (No. 179) To amend the Civil Service Act.—(Mr. Pelletier).
  Res. prop., 5680; in Com. on Res., 5921; 1°\* of B., 5921; 2° and in Com., 6083; 3°\*, 6114 (iv).
- Bill (No. 180) To amend the Dry Dock Sub-
- sidies Act, 1910.—(Mr. Monk). Res. prop., 5559; in Com. on Res., 6047; 1°\* of B., 5939; 2° and in Com., 6201; 3°\*, 6203 (iv).
- Bill (No. 181) To amend the Yukon Placer Mining Act.-(Mr. Rogers). , 5939; 2°, 6181; in Com., 6182; 3°\*, 6182 (iv).
- Bill (No. 182) Respecting the Government House property, Toronto.-(Mr. Doherty).
  - In Com. on Res., 5957; 1° of B., 5957; 2° and in Com., 6181; 3°\*, 6181 (iv).

- Bill (No. 183) To authorize the granting of Subsidies in aid of the Lines of the Railways and Bridges therein mentioned.-(Mr. Cochrane).
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- Hayden, W. W., Wharfinger at Digby, Dismissal: M. for Cor.\* (Mr. A. K. Maclean) 5957 (iii).
- Hebert, Auguste, Postmaster at St. Pascal, Dismissal: M. for Cor.\* (Mr. E. Lapointe) 3756 (ii).

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- Legault, Mr. Ophir, Postmaster at L'Ile Perrot, Dismissal, &c.: Ques. (Mr. Boyer) 5950 (iv).
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- McEachren, Mr. Charles, Dismissal from Tatamagouche Post Office: Ques. (Mr. A. K. Maclean) 2243 (ii).
- McFarlane, J. D., Postmaster at Southwest Margaree, Dismissal: M. for Cor.\* (Mr. A. W. Chisholm) 3756 (ii).
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