motion. Outside of the technical nature of the question and answer, there is the broad subject as to the completion of this canal or the abandonment of the work. It is improper that the time of the House, session after session, should be occupied in discussing matters of this character, as to whether public works are simply kept before the public and spasmodic efforts made towards their completion just prior to or during an election, or whether these public works are undertaken and carried on in the public interest, no matter at what time they are undertaken, either before, during or after an election. This is an old and important undertaking, and I respectfully submit to the Minister of Public Works and to the Government, that the time has now arrived, in the history of this undertaking, when the representatives of the people ought to know whether the Government intend with due expedition to go forward and complete the work. If they arrive at the conclusion that this work is not of sufficient national importance to warrant the expenditure of the large sum of money that will be necessarily required to complete it, and if they say to the House that they feel that in the interests of the public they are unable to go on with it because it is not in the interests of the whole Dominion, then I will be prepared to carefully consider the question. There are many people who think that the public works of the Dominion are abreast, or somewhat in advance of the public requirements, and are certainly abreast, if not in advance of the resources of the Dominion, and that it probably would be more prudent, in the interest of the development of this country, that we should go somewhat slower in spending the public money in building public works, until they are absolutely necessary in the public interest. I am not speaking to make political capital or political interest, because the work does not go through my riding, neither does it affect me individually, if I put it upon the low ground of personal political gain; I am only speaking in the general interest and to save the time of the House, because our lives are short in any case, and they will be very much shorter if we have to remain here through the dog-days, debating questions of procedure as to whether we ought to get answers to questions and as to whether public works in course of construction for thirty or forty years shall be completed or not.

Motion agreed to; and House adjourned at 4.50 p.m.

HOUSE OF COMMONS.

MONDAY, 18th May, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

SENATE AND HOUSE OF COMMONS—MILEAGE.

Mr. McMULLEN moved for leave to introduce Bill (No. 43) to further amend chapter 11 of the Revised Statutes, entitled An Act respecting the Senate and House of Commons. He said: Those members of the present House who were members of the last Parliament will remember that an hon. gentleman who then sat for Shelburne, N.S., was awarded by the pay clerk mileage for the whole distance from the city of London, England, to Ottawa, to attend Parliament. I brought the matter before the House at that time, and I think it right that we should provide against any incident of that kind taking place again. The Bill proposes to amend the statute so as to make it clear that a member of the Senate or the House of Commons shall only be entitled to mileage from his residence, which must be in Canada, to the seat of Government.

Motion agreed to, and Bill read the first time.

THE SAFETY OF SHIPS.

Mr. TUPPER moved for leave to introduce Bill (No. 44) to amend chapter 77 of the Revised Statutes, respecting the safety of ships. He said: This Bill is for the purpose of preventing passenger ships from carrying dangerous explosives. In Canada to-day we have no such legislation, while in the United States and in England there is legislation of this very necessary character. The Bill is based largely on the English Act.

Mr. LISTER. Does it include refined petroleum?

Mr. TUPPER. It includes a good many dangerous things.

Motion agreed to, and Bill read the first time.

CONTROVERTED ELECTIONS.

Mr. AMYOT moved for leave to introduce Bill (No. 45) to amend the Dominion Controverted Elections Act. He said: The object of the Bill is to fix thirty days after the polling day for the contestation of elections, instead of leaving it entirely to the discretion of the returning officer. The Bill is very short, in fact containing only one clause. I presented the same Bill two years ago and three years ago. Two years ago it took one month to print it, though I had given it to the proper officers in both French and English. I expect that this year the printers will be less busy, and will print the Bill sooner.

Motion agreed to, and Bill read the first time.

THE SAFETY OF SHIPS.

Mr. DAVIES (P.E.I.) Before the House goes into the Orders of the Day, I desire to call the attention of the hon. Minister of Marine and Fisheries to the great importance in the public interest of his pressing forward the Bill which he had given notice of his intention to introduce to-day, but which he did not introduce—to amend the law respecting the safety of ships. It was my intention to make a few remarks on that subject. The hon. gentleman knows that on the 19th of June next, I think it is, the English law regulating the load-line will come into force, so far as it concerns Canadian ships sailing from British ports, and he knows that a great deal of anxiety is felt in the various ports of the Dominion on the subject. He has seen a large number of petitions from important shipping centres tabled here to-day, and I have no doubt he has also received private letters from leading shipping men of the Dominion, pressing this Bill on his attention. The Bill is of such great importance, that I fancy it will have to be

printed and sent out, so that those specially interested may have an opportunity of examining its provisions. I, therefore, desire to call the attention of the hon. gentleman, in view of the very short time which remains before the English Bill comes into operation, to the great importance of his introducing the Bill and having it printed and circulated, in order that, if possible, it may be passed and come into operation before the 19th of June.

Mr. TUPPER. I am very glad to find that the hon. gentleman appreciates the great importance of the Bill to which he makes reference. I am also very glad to be able to say to the House, that I have already taken occasion to send the information to the ports of the Dominion most interested; and in order to enable us to deal successfully with this important measure, the authorities of the Imperial Board of Trade have intimated to the Government here that the period at which legislation was expected from this Parliament under the Imperial Act, the 9th of June next, will be extended by the non-enforcement of the Act until October next, so that none of our ships will be embarrassed by the application of the rules under the Imperial Load Line Act until that date. In the meanwhile it is most desirable, in fact it is necessary, that the measure we introduce shall be on principles acceptable to the Imperial authorities, and I am engaged now, with the assistance of those officers whose help I can command, in preparing a draft; and as soon as that work is completed, I shall lose no time in laying it before the House, so that it will have, as I have no doubt it will have, the careful attention of all those interested in securing for the wooden ships of this country the opportunity of successfully carrying on their business.

ENQUIRY FOR PAPERS.

Mr. EDGAR. I would like to remind the hon. Minister of Public Works that on Friday last, at the meeting of the Privileges and Elections Committee, an order was made for the production before that committee of a number of documents from his Department relating to certain specified contracts. These were ordered to be brought to the committee room in charge of some officer of the Department, so that members of the committee might have an opportunity of inspecting them. I have twice been to the committee room to-day, and I have ascertained that they have not been brought yet. An enquiry has been made at the Department, and they are not ready to be brought, and the departmental officers cannot say when they will be ready. From the well-known business habits of the hon. Minister of Public Works, I am sure that he must have all the papers in his Department so arranged that they can be readily obtained, and I hope he will give his personal attention to the matter and see that the committee is not any longer delayed for that reason.

Sir HECTOR LANGEVIN. The committee met on Friday and gave that order, which reached the Department the next day, Saturday, and my officers went to work at once. I enquired on Saturday morning before the Council met. To-day I enquired again, and was told by my officers that they are looking for the papers. The hon. gentleman will remember that the motion was not a divided motion, but that certain papers are asked for together, and they must be classified on the different subjects of the enquiry, which must take more time than if all the papers were to be thrown together. Then, as the originals are to be delivered to the committee, by order of the committee, I of course gave orders that a tabulated statement be made, showing what papers are delivered and to what subject they relate, in order that there may be no mistake, and to prevent loss. The clerk of the committee will be answerable for their safety, and be bound to give them up when required. I can assure the hon. gentleman that the papers will be brought down as fast as possible.

Mr. EDGAR. Can the hon. gentleman give some idea of when we may have these papers? He says they are being classified under five or six different heads. If we cannot have them all, why not have some of the heads?

Sir HECTOR LANGEVIN. The hon. gentleman must know that the papers belong to different years, and each year is fyled away separately, which occasions more delay in collecting them. They will, however, be all produced at the earliest possible opportunity.

SECOND READINGS.

Bill (No. 37) to amend the Act respecting the New Brunswick Railway Company.—(Mr. Kirkpatrick.)

Bill (No. 38) respecting the Central Counties Railway Company.—(Mr. McLennan.)

Bill (No. 39) respecting the Maritime Chemical Pulp Company, Limited, and to change the name thereof to the Maritime Sulphite Fibre Company, Limited.—(Mr. Tisdale.)

Bill (No. 40) respecting the Farmers' Bank of Rustico.—(Mr. Macdonald, P.E.I.)

Bill (No. 41) respecting the Canadian Power Company.—(Mr. Montague.)

THE SOUTH-EASTERN RAILWAY.

Mr. LAVERGNE asked, 1st. Whether the Government is aware of the Canadian Pacific Railway Company refusing to operate the L'Avenir Branch of their line, formerly known as the "South-Eastern Railway," and removing the rails from that portion of the said road, which railway has been subsidized by the County of Drummond and the Legislature of Quebec, and has been declared by this Parliament to be a work for the general advantage of Canada? 2nd. Whether it is the intention of the Government to take any action in the matter?

Sir JOHN A. MACDONALD. The Government is not aware of the Canadian Pacific Railway Company refusing to operate the L'Avenir branch of their line, formerly known as the South-Eastern Railway. The Government has no power to force the railway company to operate that branch.

STEAM VESSEL ON GEORGIAN BAY.

Mr. SOMERVILLE asked, Whether the Government have recently contracted for the construction of a steel steam vessel for fishery protection on Georgian Bay? Was the contract let by tender, and if not, why not? To whom was the contract given, and the price to be paid?

Mr. TUPPER. The Government have made a contract, and the contract was not let by tender for the following special reasons :—There is but one firm, the Polson Iron Works Company, on the great lakes, who could build the screw steamer required, and this steamer is built according to special specifications and terms submitted by Lieut. Gordon, commander of the Fishery Protection Fleet, and Capt. Harbottle, Inspector of Hulls, Toronto. The contract price was $40,000 ; $30,000 in cash, and the Polson Company agreed to take a cruiser, now owned by the Government, in part payment, at a valuation of $9,000, being about the sum that vessel, with repairs, cost the Government. The date of the contract is 14th March, 1891.

POSTMASTER AT KENTVILLE, N.S.

Mr. BORDEN asked, Whether the postmaster at Kentville, N.S., has been suspended? If so, when and why? Who is the acting postmaster? What is the salary of the office, and who is now receiving it?

Mr. HAGGART. The postmaster was suspended 14th January, 1891, on account of deficiency in his accounts. Mr. J. M. Ward, clerk from the post office at Halifax, is in charge of the office. The salary of the postmaster at Kentville is $840. This is at present retained by the Department towards meeting the cost of keeping a clerk in charge and paying an assistant, Miss Eaton, who receives $5 per week.

ELECTORAL DIVISIONS, N.W.T.

Mr. BEAUSOLEIL asked, Whether the Government proposes to make a re-arrangement of the electoral divisions of the North-West Territories, before the general elections are held there? If such is its intention, will the re-arrangement be made in an equitable and fitting manner, so as to permit of the French settlements being represented in a manner suitable to their population and their importance?

Mr. DEWDNEY. That question is now receiving the consideration of the Government.

FISHERY PROTECTION—SUPPLIES.

Mr. SOMERVILLE asked, Whether the supplies required by the crews of Government vessels engaged in the Fishery Protection Service are purchased by tender or by private contract?

Mr. TUPPER. These supplies are purchased by private contract, with instructions to the officers to obtain them at the lowest market rates in each case.

PUBLIC EMPLOYÉS IN ELECTIONS.

Mr. BRODEUR asked, Whether it is the intention of the Government to dismiss those public employés who took an active part in politics during the last Dominion elections, and who were guilty of insulting their political opponents in an offensive manner?

Sir JOHN A. MACDONALD. Whenever a complaint is made of improper conduct on the part of any public employés, an investigation will be held in regard to it.

NORTH NATION RIVER WHARF.

Mr. DEVLIN asked, What steps have been taken by the Government toward the construction of a wharf on North Nation River, in the parish of Angélique, County of Ottawa ; when were such steps taken, and how much money has been expended in connection therewith ; has the wharf been completed, and if not, when is it proposed to complete it?

Sir HECTOR LANGEVIN. I am informed by my Department that this work, the hon. gentleman speaks of, has not been undertaken by the Department, and no expenditure has been made for the construction of that wharf.

HULL POST OFFICE CLOCK.

Mr. DEVLIN asked, When does the Government intend completing the tower of the post office of Hull city, and is it the intention to place a clock therein? Was the contractor obliged to add the clock, and if so, why was this part of the contract not carried out?

Sir HECTOR LANGEVIN. The tower as it stands now is completed as far as intended. It is not at present the intention to place a clock therein. The contractor was not obliged to add the clock, as it was not part of his contract.

COTEAU LANDING WHARF.

Mr. MOUSSEAU (translation) asked, Whether it is within the knowledge of the Government, and in particular within that of the hon. Minister of Public Works, that the wharf at Côteau Landing, the property of the Government, on which is erected a shed built for the purpose of housing freight and sheltering passengers, is now under the exclusive control of two agents of the Richelieu and Ontario Navigation Company ; that they retain possession of the keys of the shed on this wharf, and that they refuse entry and access to this shed to the freight carried by other steamboats, such as the *Garnet* and the *Chaffey*? If the Government is acquainted with these facts will it divulge the reasons for this conduct ; and has the Government any intention of permitting this state of affairs to continue?

Sir HECTOR LANGEVIN (Translation). A lease was granted to the Richelieu and Ontario Navigation Company on 20th August, 1875, and this lease is still in existence. It gives the company the right of building a road 800 feet long to reach the Government pier ; of constructing and using a shed on this wharf ; and of levying and collecting tolls established by Order in Council for the use of the road. Such privileges are granted the lessees during Her Majesty's good pleasure, on the payment of a sum of $25 a year. The question goes further, and contains a complaint that the company does not allow two steamboats, the *Garnet* and the *Chaffey*, to use the shed. I purpose to inquire in the matter, in order to see whether any remedy can be secured.

CAVALRY SCHOOL IN TORONTO.

Mr. DENISON asked, When is it the intention of the Government to organize the Cavalry School in Toronto?

Sir ADOLPHE CARON. The subject-matter of this question is now under the consideration of the Government.

POUND-NET LICENSES—LAKE ST. CLAIR.

Mr. LISTER asked, Whether pound-net licenses have been issued for Lake St. Clair in each year from 1884 to 1891 inclusive? If not, in what years during that period were no such licenses granted?

Mr. TUPPER. Pound-net licenses were issued for Lake St. Clair in each year from 1884 to 1891 inclusive.

DUNDAS AND WATERLOO MACADAMIZED ROAD.

Mr. BAIN asked, At what date was the Order in Council passed respecting the ownership of the Dundas and Waterloo macadamized road? At what date was the Order in Council officially communicated to the Ontario Government? Has Dr. Walker presented any claim for damages in any way respecting the road, or has any allowance been made to him in settlement; if so, how much? Has Dr. Walker presented to the Government any statement of his receipts from and expenditure on the road from the month of April, 1885, when he entered into possession of the road, till he ceased to control it at a recent date? Has the Government any knowledge that Dr. Walker has sold and conveyed a brick house and site formerly used as a toll-gate on said road; and if so, has the sale been cancelled?

Sir HECTOR LANGEVIN. The Order in Council respecting the ownership of the Dundas and Waterloo macadamized road is dated 11th December, 1890. The Order in Council was communicated to the Lieutenant Governor of Ontario by the Department of the Secretary of State on the 20th December of the same year. Dr. Walker has not presented a claim for damages, and no settlement has been arrived at with him. A statement of receipts and expenditure has been sent to this Department by the Department of Justice, through Messrs. McCarthy, Hoskins & Creelman, dated the 3rd April last, on behalf of Dr. Walker, showing the receipts and expenditure from 1884 to 1890 inclusive. To the above are added further payments made in the purchase of the road by Dr. Walker, and interest, and so on. The Department has no knowledge of the sale of the brick house referred to in the question.

SUMS PAID HIGH COMMISSIONER.

Mr. LANDERKIN asked, If Sir Charles Tupper, the High Commissioner, did not receive from the people of Canada, through the Government, the under-mentioned sums for himself or his office, who did receive them:

High Commissioner's salary	$10,000 00
Allowance to Sir Charles Tupper	2,000 00
Salaries of clerks, etc., in office	7,477 03
Aid to distressed Canadians	25 33
Burdett's Official Intelligence	6 80
Cables and telegrams	195 55
Cabs and travel	86 83
Carpentering	67 20
Commission on postal orders	17 60
Directory of Directories, 2 copies	4 86
Fire insurance premiums	48 05
Freight and warehousing	73 87
Gas to March, 1890	14 94
Gratuity to Mrs. Wilkinson	68 13
Gratuities to postmen and others	29 57
Ground rent of official residence	332 15
House duty and tax	97 33
Housekeeping, D. Whitney	69 85
Income tax, High Commissioner	250 00
Lettering boxes	4 86
London Post Office Directory	7 90
Messenger's season railway ticket	38 49
Newspapers	196 04
Newspaper cuttings and mounting	24 33
Parliamentary papers	18 20
Parochial rates on official residence	349 47
Postage, London Post Office	483 02
Postage stamps and unpaid postage	342 03
Porterage	5 47
Repairs to house	62 79
Repairing furniture & tinting walls	97 33
Stationery	559 60
Stock Exchange Year Book, 2 copies	7 30
Subscription to Ashburn Gardens	10 95
Subscription to Colonial Institute	9 72
Sundry supplies for office	91 00
Typewriter repairs	5 29
Victoria Chambers, rent and heating, 1 year	2,780 52
Winding and regulating clock	10 34
Total	$25,976 04

Mr. FOSTER. I am afraid I shall have to ask my hon. friend to be satisfied with a somewhat general answer to-day, and, if more minute information is asked, it would be well to put it in the form of a motion and have the return called for. The High Commissioner, Sir Charles Tupper, received the $10,000, the amount of his salary. He also received the allowance of $2,000 as given here. The clerks in the offices received the amount of $7,477. Distressed Canadians received the amount of $25.33. With reference to all the other questions, the parties or companies that rendered the services received the pay, and the municipalities and governments that imposed the taxation received the tax.

Mr. LANDERKIN. Would it not have been as well for the Finance Minister to have made that manly answer the first day I put the question?

Mr. FOSTER. I answered your question.

Mr. LANDERKIN. You denied the question the first day.

REWARD TO CAPTAIN OF AMERICAN SCHOONER *SEIGFREID*.

Mr. FLINT asked, Upon whose recommendation was the reward of a watch granted to Captain Peterson, master of the American schooner *Seigfreid*, for rescuing the crew of the schooner *Blizzard* of Lunenburg, burnt at sea in October, 1890?

Mr. TUPPER. The reward was granted upon the recommendation of the following people:—The master of the *Blizzard*, the collectors of the ports of Lunenburg and Shelburne, and the United States consular agent at Shelburne, followed by the recommendation of the Deputy Minister of Marine.

INDIANS IN ANTIGONISH AND GUYSBORO'—MEDICAL SUPERINTENDENCE.

Mr. FRASER asked, What was the amount paid annually for medical superintendence of the Indians in Antigonish and Guysboro' for the three years preceding the month of May, A.D. 1889? Who has performed the duties in said counties

since that date? Why were the services of Doctors Cadigan and McKinnon dispensed with?

Mr. DEWDNEY. To the first portion of the hon. gentleman's question, I may state that in the year 1886-87, $55.30 were paid; in 1887-88, $155.02 were paid; in 1888-89, $112.70 were paid. Doctors Cadigan, McKinnon and Cameron performed the medical duties for the Indians since May, 1889. The doctors are not engaged for any particular time, the agents securing the services of medical men as they are required.

PETERBOROUGH POST OFFICE.

Mr. BARRON asked, Who was the contractor for the erection and construction of the Peterborough post office building? What was the contract price? What amount (if anything) was paid to him by the Government for extras over and above the first contract price? What further sum was paid to finally complete and equip the building, exclusive of furnishing, and to whom?

Sir HECTOR LANGEVIN. The contractor was John E. Askwith. The contract price was $16,500. For extras, there was paid to him the sum of $1,642.56 above the first contract price. There were also paid to J. E. Askwith the following sums: for clock tower, $2,300; for post office fittings, $2,500; for fence walls, etc., $1,162; for granolithic pavement, $1,272.21; for coal bins, $373. Paid Chanteloup for letter-box fronts, $1,863.82. Paid McAndrews & Noble for heating apparatus, $1,270.75. Paid J. McLelland for clock, $1,895. Paid Peterboro' Gas Company for fixtures, $198.56.

LINDSAY POST OFFICE.

Mr. BARRON asked, Who was the contractor for the erection and construction of the Lindsay post office building? What was the contract price? What amount (if anything) was paid to him by the Government for extras over and above the first contract price? What further sum was paid to finally complete and equip the building, exclusive of furnishing, and to whom?

Sir HECTOR LANGEVIN. The contractor was Patrick Navin. Contract price, $16,497. Paid to him for extras over and above contract price, $2,960.43. The following further sums were paid: P. Navin, post office fittings, $1,600; P. Navin, boundary walls and fences, $655; P. Navin, detached water closet, $198; P. Navin, granolithic sidewalk, $941; P. Navin, artesian well, pump and cistern, $488; P. Navin, lifting and relaying church drain, $398.40; P. Navin, connecting drain with street drain, $142.50; P. Navin, extension of building, east side, $544; Edward Woods, heating, $1,574.45; Chanteloup, letter-box fronts, $1,078.25; Edward Woods, gas fixtures, $138.

GALT POST OFFICE.

Mr. BARRON asked, Who was the contractor for the erection and construction of the Galt post office building? What was the contract price? What amount (if anything) was paid to him by Government for extras over and above the first contract price? What further sum was paid to finally complete and equip the building, exclusive of furnishing, and to whom?

Sir HECTOR LANGEVIN. The contractor was M. A. Piggott. Contract price, $2,100. Paid to him for extras, $761.45. The following further sums were paid to M. A. Piggott: for post office fittings, $2,295; for Customs and Inland Revenue, $857; for water closets, $130; for retaining wall, $1,138; for stamp vendor's office screen, postmaster's office, and mail porch, $567. Paid McGuire & Bond, heating apparatus, $1,323. Paid Chanteloup, letter lock boxes, $1,324. Paid Harrison Bag Rack Company, $55. Paid R. Forsyth, granolithic pavement, $645.82. Paid H. H. Dakin, gas fixtures, $235.

WIARTON HARBOUR WORKS.

Mr. BARRON asked, Who was the contractor for the harbour works at Wiarton? What was the contract price? Was additional work decided upon and asked for by Government? Did the same contractor get the additional work? What was the price thereof? Were tenders asked for each additional work?

Sir HECTOR LANGEVIN. Contractor, David Porter; contract price, $5,900. Additional work was decided upon, namely, the placing of fender piles and stone talus around the work. Mr. Porter executed this work for the sum of $1,175. Tenders were not asked for this additional work.

BEAVERTON HARBOUR WORKS.

Mr. BARRON asked, Who was the contractor for the Beaverton harbour works? What was the contract price? Was additional work decided upon and asked for by Government? Did the same contractor get the additional work? What was the price thereof? Were tenders asked for each additional work?

Sir HECTOR LANGEVIN. Contractor, David Porter; contract price, $7,500. Additional work was asked for by the Government, being the filling between the two outer blocks of the structure, for strengthening the same, and adding to the protection of vessels lying there. The same contractor got the additional work. In the case of additional works, arrangements are always made with the contractor for their execution.

HARBOUR IMPROVEMENTS, P.E.I.

Mr. WELSH asked, Whether it is the intention of the Government to carry out, this season of 1891, the harbour and breakwater improvements, recommended by the Government engineers, to the harbours of New London, Pinette and Wood Island, or any or which of them?

Sir HECTOR LANGEVIN. The surveys or examinations were made for these works at the mouth of the South-West River; estimated, the cost is $1,300. At the Pinette, there are two estimates. For a channel 200 feet wide by 15 feet deep, the cost will be $5,200; for a channel 200 feet wide by 16 feet deep, the cost would be $10,000. Report is dated 20th January, 1890. At Wood Island the following estimates were submitted on the 21st of January, 1890:—Raising northern breakwater, $2,600; extending southern breakwater, $6,500; contingencies, $900; total, $10,000. No estimate is furnished for dredging. I am not in a position just now to say whether these works

will be undertaken, the Supplementary Estimates for 1891-92 not being completed.

SUBMARIN TUNNEL—P.E.I.

Mr. FOSTER. In answering the question asked by the hon. member for Prince, P.E.I. (Mr. Perry) the other day with reference to the tunnel, I find, in looking over the memorandum, that I gave the information for a land tunnel, the tunnel from shaft to shaft, and the contingencies, but did not give the separate sum estimated for the cost of the tunnel from shaft to shaft. I think it best that the House should have full information, and my hon. friend shall have all the information that is in my hands. Estimate by Sir Douglas Fox, May, 1891, for a tunnel of 11 feet, internal diameter, from shaft to shaft, £897,500; ditto, including land tunnel and contingencies, £1,075,200. For a tunnel of 16 feet, internal diameter, from shaft to shaft, £1,652,500; ditto, including land tunnel and contingencies, £1,971,800. For a tunnel of 18 feet, internal diameter, from shaft to shaft, £1,890,000; ditto, including land tunnel and contingencies, £2,252,500.

MESSAGE FROM HIS EXCELLENCY.

Sir JOHN A. MACDONALD. It will be remembered that last session the House passed unanimously an Address to Her Majesty assuring her of our loyalty and affection to her person and Government. A despatch in reply was received and forwarded to the Speaker, but, as the House was not in session, it could not be laid before this body until the present time. I now present a Message from the Governor General.

Mr. SPEAKER read the Message, as follows:—

STANLEY OF PRESTON.

The Governor General transmits to the House of Commons, a copy of a despatch, No. 126, of the 9th July last, which he has received from the Right Honourable the Secretary of State for the Colonies, conveying an expression of Her Majesty's pleasure at receiving their loyal Address.

GOVERNMENT HOUSE,
OTTAWA, 15th May, 1891.

Lord Knutsford to Lord Stanley of Preston.

DOWNING STREET, 9th July, 1890.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch, No. 111, of the 9th ultimo, and to acquaint you that I have laid before The Queen the loyal Address unanimously voted in the House of Commons of the Dominion Parliament, which accompanied it.

Her Majesty was pleased to receive Address very graciously, and to command me to convey to the Speaker, through Your Excellency, an expression of Her pleasure at receiving this renewed proof of the loyalty and devotion of the Canadian House of Commons, and of Her subjects generally in the Dominion.

I have, etc.,
(Signed) KNUTSFORD.

The Governor General,
The Right Honourable,
The LORD STANLEY OF PRESTON, G.C.B.

MESSAGE FROM HIS EXCELLENCY—THE ESTIMATES.

Mr. FOSTER presented a Message from the Governor General.

Mr. SPEAKER read the Message, as follows:—
Sir HECTOR LANGEVIN.

STANLEY OF PRESTON.

The Governor General transmits to the House of Commons, Estimates of sums required for the service of the Dominion for the year ending 30th June, 1892, and in accordance with the provisions of "The British North America Act, 1867," the Governor General recommends these Estimates to the House of Commons.

GOVERNMENT HOUSE,
OTTAWA, 18th May, 1891.

PRINCE EDWARD ISLAND RAILWAY.

Mr. DAVIES (P.E.I.) moved for:

Reports from or correspondence with the Superintendent of the Prince Edward Island Railway, with respect to the condition of the road-bed or the rails of such railway, together with any reports or representations made with respect to such road-bed or rails by any of the track-masters or other officers of said road: (2.) Showing what portion in mileage of such road-bed has been relaid with steel rails since the completion of such road.

He said: I was not aware whether the reports of the track-masters were transmitted to the chief engineer in Ottawa, but, on reading the report of the Minister of Railways on the Intercolonial Railway and Island Railway, I find that the superintendent of the Island Railway stated that the road-bed was in excellent condition, or words of equivalent meaning. As this statement differs from representations made to me just before I left the Island, I think it is my duty to call the attention of the First Minister to the matter. The condition of the road-bed generally may be all that is stated, but I speak more especially in regard to the rails on the road. There are over 200 miles of railway on the Island, and the rails were laid in 1873—nearly eighteen years ago. Of these 200 miles, 62 miles have been relaid with steel rails, the remaining portion having the rails which were laid in 1873. I am instructed that these rails are all worn out, and the track-masters fear that, unless they are supplied with new steel rails, serious damage will result to passenger and freight traffic. Some years ago the Island Railway was charged with new steel rails for the Cape Traverse branch, but the Intercolonial Railway very coolly appropriated them and sent us second-class rails. That is apart from the point now in question, but I want to call the attention of the First Minister to the fact that his officials have stated to different members of Parliament, that, in their opinion, the condition of the rails, apart from the 62 miles that were relaid with steel rails, is dangerously bad, and the track-masters, who have been desirous of economising to the utmost possible extent, and who have from time to time been trimming the broken edges and piecing the rails together to make them workable, have so represented, I am told—for I have no personal knowledge of it—to the superintendent. I was, therefore, very much struck with the difference between the reports that were made to me on the subject by the officials of the road, and the official report of the superintendent made to his chief at Ottawa. I would not make so serious statements, as I consider these to be, without having satisfied myself thoroughly that they were based upon facts; and having brought them to the notice of the First Minister, I have no doubt that if he finds my statements are approximately correct, proper action will be taken to supply the road-bed with new steel rails at the earliest possible moment. I have no doubt that such action will be taken by

him, in view of these statements which I take the responsibility of making, as will enable him to determine in his own mind whether they are accurate or not.

Sir JOHN A. MACDONALD. There can be no objection to giving this information. I would ask my hon. friend to state to what period this will apply. I suppose he only wants the present condition of the road and the correspondence for last year?

Mr. DAVIES (P.E.I.) I do not wish the correspondence to extend for more than last year.

Motion agreed to

EMPLOYÉS ON WELLAND CANAL.

Mr. GERMAN moved for:

Copies of all letters, correspondence, documents and papers showing the number of extra or additional men employed on the old and new Welland Canal, between the 10th day of February, 1891, and the 7th day of March, 1891; the names of such men, the work required to be done, and the amount of money paid to each man.

He said: I beg to make known to the House some matters which came under my observation and within my own knowledge during the recent election, and as to the truth of which this resolution is moved. It has been a notorious fact that for the last eight years just prior to a general election either for the Dominion Parliament or the Local Legislature, a large number of men have been placed on the Welland Canal, ostensibly to do work, but really to influence the vote for the Conservative candidate, there being at the time no work to be done. I am credibly informed and believe that about a week before the last general election there were a large number of men placed upon the Welland Canal, and there being no work for them to do they were kept on the pay-list doing nothing until the next day after the election when they were all discharged. That was done in the neighbourhood of the town of Thorold, in the County of Welland. In the town of Thorold my opponent increased the majority he had four years ago by something over forty votes, whereas in every other portion of the county his majority fell off in large numbers. I cannot help thinking that his increased majority in the town of Thorold was influenced by the action of the Government paying wages to these men at the expense of the country when they had no work to do. It is time that this House and the country should know whether or not a great public work, such as the Welland Canal, should be used as an electioneering agency as it has been used during a number of years past.

Sir JOHN A. MACDONALD. When the papers are brought down I am quite satisfied they will convince the hon. gentleman that he is quite misinformed as to the matters he mentions.

Motion agreed to.

OTTAWA COUNTY POSTAL SERVICE.

Mr. DEVLIN moved for:

Copies of all letters, petitions and memorials relating to and praying for the construction of a suitable post office in the town of Buckingham, County of Ottawa.

He said: I may say that already a promise has frequently been made that a suitable post office would be built in the town of Buckingham. I know, as a matter of fact, that, on the eve of the provincial election, this promise was made by many prominent speakers belonging to the Conservative party, but, when the election was over, we heard nothing more about the post office. During the recent election we were also assured that a sum would be placed in the Estimates for the post office in Buckingham. It is also known that, on several occasions, deputations have come to the Government asking for this very necessary building. Buckingham is a large and prosperous town, and the mail matter which passes through its post office is very considerable, even more so than that which passes through the post office of the village of Aylmer, which is endowed with a post office building that cost the Government something in the vicinity of $15,000. I make my motion simply to obtain the papers and documents in relation to this question.

Sir HECTOR LANGEVIN. The petition was received on the 5th of February, 1890, for the construction of a public building at Buckingham; it was referred to the Post Office Department on the 13th; on the 15th, the answer was that the matter would receive the attention of the Minister. That is all we have.

Motion agreed to.

Mr. DEVLIN moved for:

Copies of all letters, correspondence and petitions relating to the establishing of a post office in the township of Lowe, County of Ottawa; also petitions, memorials and documents complaining of the mail service between Ste. Emile de Suffolk and St. André Avelin, in the County of Ottawa.

He said: I understand that a post office did exist in that part of the Township of Lowe, where recently a demand was made for the establishment of one, and I believe the postmaster received an annual salary of $10, which he possibly thought was hardly sufficient to remunerate him for the trouble of keeping the post office. However, it is not in existence now; and I know as a fact, that a petition has been sent to the Government praying for the reopening of a post office, and that the people of that district require one. With regard to the second portion of my motion, I may say, that during the last year demands have been frequently made that the mail service between St. Emile de Suffolk and St. André Avelin should be somewhat more regular than is the case now. At present the mail service is carried on once a week, and the people ask that it may be increased to three times a week.

Mr. HAGGART. In answer to the hon. gentleman I may state that it is only within a few days that any petitions have come in with reference to the subject of which he speaks; that they have been referred to the Post Office Inspector for his report as to the allegations in the petitions, and that the Post Office Inspector has not yet had time to report.

Mr. DEVLIN. The petition for a better mail service between St. Emile de Suffolk and St. André Avelin was made nearly a year ago.

Mr. HAGGART. The information I received from my Department was that the two petitions were in one.

Mr. DEVLIN. I would like to ask if the petitions came to the Department at the same time, or if the petition from the Township of Lowe came a few

days ago, and that with regard to the mail service at St. Emile de Suffolk about a year ago?

Mr. HAGGART. I was instructed that they were both received within a few days ago.

Motion agreed to.

MILITIA CAMP IN DISTRICT No. 1.

Mr. HYMAN moved for:

Copy of all correspondence, papers and reports, in the possession of the Government, relating to the locality for holding the camp of Militia District No. 1, for the years 1890 and 1891.

He said: In making this motion I desire to call the attention of the House and the Government to the fact that when this camp is held at any other place than the city of London an injustice is done to that city, which I have the honour to represent. In 1884, or 1885, I happened to be a member of a deputation who waited upon the Government in the endeavour to obtain the establishment of a military school at London. As a result of the negotiations which then took place, it was understood that the city should purchase the property known as the Carling farm and should deed it to the Government, and in exchange for that property the Government agreed to give to the city certain Ordnance lands, presumably of equal value, for military purposes. The question came up as to the number of acres necessary for the purposes of a military school, and it was then stated to the deputation that property would be required, not only for military school purposes, but also for camp purposes; so that when the arrangement was made, it was agreed by implication that the property should be used for camp purposes for District No. 1. I have had conversations with several officers in the district, and they have all stated to me that they feel that London is the proper place for the camp. The Militia stores are there; and to hold the camp at any other place is to deplete the public chest of such an amount as is necessary to transfer those stores to the place where the camp may be held. In 1890 the camp was taken to the city of Stratford, and it was stated that that was done as a political bribe; but, unfortunately for the Government, it was not successful, for we have in the House at present representing that city a gentleman who, I believe, is not entirely in accord with the Government. Public rumour states that the Government have somewhat changed their intention this year, and that the camp is to be taken away from London, not for the purpose of a political bribe, but that it is to be sent to the city of St. Thomas, as a sort of reward to East Elgin, in which that city is situated, for returning a supporter of the Government, and as a sort of a punishment to London for returning a representative who is not in accord with the Government. My whole object in bringing this matter before the House is simply that the Government may find, when the papers are brought down, that the representations made by officers in the district are so strong that they will hesitate in doing an act which, while bringing them a small amount of political influence, will be against the public interest and against the interest of Military District No. 1.

Sir ADOLPHE CARON. I fear very much that the hon. gentleman misapprehends the question completely. There is no doubt that when the exchange was made the Department of Militia asked for a certain quantity of land which would be required for drilling purposes. I think that the history of the past sufficiently indicates that London is considered to be an important place where camps should be held. Since I have been at the head of the Department of Militia, London has had the camp oftener than almost any other locality in Ontario. There is no objection that I know of to bringing down the papers, but I think the hon. gentleman will find on looking over them, that he is completely mistaken as to the conditions upon which the exchange of property took place in the city of London.

Motion agreed to.

RETURNS ORDERED.

Return showing details of the following items of expenditure which appear in the statement of Governor General's warrants issued since the closing of the last Parliament: July 10th, 1890, Franchise Act, $4,000; March 26th, 1891, Kingston graving dock, $6,006.14; August 30th, 1890, new dredging plant, $5,000.91; March 26th, 1891, breakwater at Southampton, $38,022.30; April 28th, 1891, cost of litigated matters, $10,468.75; January 31st, 1891, seed grain to settlers in N.W.T., $2,288.18.—(Mr. Mulock.)

Return showing what amount of money was expended in repairing wharf at Big Bay, in the Township of Keppel, North Grey, during the summer of 1890; whether the work was let by tender or private contract; who performed the work; who acted as inspector, and what compensation did inspector receive.—(Mr. Somerville.)

Return showing the amount expended on each Experimental Farm up to 31st December, 1890.—(Mr. Mara.)

Return of the names of all persons in the County of Guysboro' to whom fishing bounties have been paid during the last three years, with the amount paid each; the amount still unpaid, with the names of the persons to whom such bounties are still due.—(Mr. Fraser.)

List and prices paid for all articles purchased for the Indians of the Counties of Guysboro' and Antigonish, including in said list any cattle purchased as well as farming implements, during the last three years. Also, statement of prices realized from sale of cattle or other articles purchased for the use of the Indians in said counties. Also, statement in full of articles belonging to the Department of the Interior in said counties for the use of said Indians.—(Mr. Fraser.)

Copies of all petitions received by the Department of Public Works since 1st of January, 1887, praying for the construction of a harbour of refuge at the village of Lakeport, in the County of Northumberland, and of all letters and telegrams since said date come to said Department in regard to such work; and a statement showing the date when such petitions, letters and telegrams reached said Department; with the names and addresses of all persons performing any services in connection with the proposed work, and the amount paid them respectively, and the nature of the services so rendered.—(Mr. Hargraft.)

UNITED STATES FISHING VESSELS.

Mr. TUPPER moved third reading of Bill (No. 10) respecting Fishing Vessels of the United States.

Mr. DAVIES (P.E.I.). I thought the Minister of Marine would have taken the opportunity of the third reading of this Bill, to make a statement to the House as to the position in which matters stand between Newfoundland and Canada under this Bill. The Bill extends the operation of licenses granted by Canada to Newfoundland, provided there is a mutuality on the part of Newfoundland; but there have been some other dealings in regard to Newfoundland, such as those in reference to the sale of bait, with reference to which I know negotiations have been pending, and I expected that the hon. gentleman would have taken the opportunity of stating whether negotiations had been

successfully concluded between Canada and Newfoundland by which our fishermen could obtain their bait in the ports of Newfoundland. We know that complaints have been made, that a written undertaking of the Attorney-General of Newfoundland, and further representations made by the Minister of Justice when in England, have not been carried out. I would like to know what the representations were, and if our fishermen are justified in assuming that, during this season which is fast passing away, they have the right to obtain bait in Newfoundland harbours or are excluded from obtaining their bait there? This is a very serious matter, and I thought the Minister of Marine would have taken this opportunity to inform the House on this subject. The report of his Department only deals with the matter up to a date some time ago, and gives very few details. I would like to know now in what state the negotiations are.

Mr. TUPPER. I did not think it necessary to the consideration of this Bill to state any of the matters at issue between Canada and Newfoundland, because this Bill simply affects the vessels of the United States, and does not in any way affect the vessels of Newfoundland or Canadian vessels. I think it well that the Bill should proceed on the old lines, and as already stated, this Bill is a reproduction of the old Act. In this way and proceeding on these lines, it will be less likely to lead to any misunderstanding as to the position of the Canadian Government as to privileges which have been conceded for a time to American fishing vessels. As to the remarks of the hon. member for Queen's, P.E.I. (Mr. Davies), in regard to the stage of the negotiations with the Government of Newfoundland or the position of our vessels in the waters of that colony, I regret that at present I am not in a position to tell the House the exact position that question is now in, except to say that the negotiations have not ended which are under way through the Imperial Government. I trust before long the Government will be able to give the more pleasing intelligence that the negotiations have ended satisfactorily. At present the position is simply this: that the Government of Newfoundland has, under the provisions of the Bait Act, prohibited, and now prohibits, Canadian fishing vessels from obtaining bait in the ports or waters of that colony under any terms. Last year our vessels were permitted to go into the ports of Newfoundland and obtain a limited supply of bait, on payment of a license fee. This year, however, even that so-called privilege has been withdrawn. The Government is pressing with every effort possible the solution of this question so that the rights of the fishing vessels of Canada may be respected. I need hardly dwell upon the allusion the hon. gentleman made to past assurances, as the hon. gentleman admits that the information has been brought down both in the Imperial blue-book, and explained to some extent in the Fisheries blue-book this year. But the hon. gentleman stated quite accurately that there were pledges given by the Government of Newfoundland previous to the passage of the Bait Act that the Act would not be enforced in its express terms against Canadian fishing vessels. The negotiations have been going on since that time, and I am not yet in a position to give the full explanation as to them or to lay the papers before the House, as they are at present considered confidential.

Mr. MILLS (Bothwell). I think, before the hon. gentleman presses this Bill to a third reading, the House is entitled to information which up to this time it does not possess. I suppose that the Government are proceeding with this Bill on the assumption that negotiations are to be renewed with the United States Government for the settlement of the question with which this Bill deals. We have no information as to the action of the Government on that subject before us. We do not know what the action of the Government on that subject is. We know that a few years ago the Government appointed a Commissioner who, along with the British Ambassador at Washington, negotiated a treaty which was rejected by the Congress of the United States. We do not know that any further action has been taken. The Government have not told us they intend to take further action, or to take the initiative in opening negotiations upon this subject. It seems to me that we are entitled to all the information it is in the power of the Government to give the House upon this question before we are asked to pass this Bill. What is the object of such a measure—unless the Government propose to abandon the exclusive control of the fisheries altogether—unless it is passed with a view to negotiation; and why should this House be called upon to pass a measure with a view to negotiation when it is not informed that there are any negotiations pending or even contemplated? Before the hon. gentleman presses this measure to a third reading, the Government ought to place before the House their intentions upon this question, and, if any negotiations have taken place, they ought to inform the House as to the character of those negotiations. We were informed a few days ago, with regard to another branch of this subject, that certain papers would be brought down. I think we are entitled to the possession of that correspondence, that we should have the opportunity of perusing that correspondence before we are asked to read this Bill a third time. I noticed, among the English papers that came into my possession a short time ago, a very extraordinary Minute of Council prepared by the Minister of Justice, which seems to have been communicated to the Colonial Secretary of the Imperial Government, interfering with the negotiations which Newfoundland was carrying on, on her own behalf and in favour of her own people, with the people of the United States. It seems to me an extraordinary proceeding on the part of the Canadian Government, that it should have intervened between the Government of Newfoundland and the Government of the United States with reference to the negotiations which were being carried on in the interests of the people of Newfoundland exclusively. I do not say that negotiations might not take place of such a character, affecting so vitally the interests of this country, that, as a measure of self-defence, they might take so extreme a position as the Minister of Justice did take in that Minute of Council. Now, I say that this House is entitled to that paper, and to all other papers that may have passed between the Government of Canada and the Colonial Office, and the Government of Newfoundland, upon this particular question. Let us not be called upon to legislate in the dark. Why, if it is

the intention to hand over to the Minister of Marine and Fisheries the discretionary power to do precisely as he pleases in this matter, let us abdicate our function, let us carry through this House a measure declaring that all necessary legislation shall be enacted by hon. gentlemen upon the Treasury benches. But if we are going to discharge our duty, if we are going to exercise an independent judgment upon an important question of this sort, then it does seem to me that we are entitled, merely for the protection of our own self-respect, if for no other reason, to ask that these papers should be laid upon the Table of the House, and placed under the control of the House, for its information, before we undertake to carry a measure of this sort. I think it is due to the House that the hon. gentleman should not press the third reading of this Bill, but that the information that the House is entitled to upon this subject, should be placed before us before any further proceeding is had.

Sir JOHN THOMPSON. The hon. gentleman objects to the third reading of the Bill relating to the *modus vivendi*, on the ground that the papers are not on the Table of the House to give him information which would enable him to discuss a subject entirely foreign to the Bill. If the correspondence which the hon. gentleman refers to were upon the Table of the House, there is no member of the House so fully aware as himself that he could not, without being called to order, rise to make a discussion such as he has just indicated that he would like to make upon the third reading of this Bill. The hon. gentleman, however, commenced to give, as a reason to the House why this Bill should not be read the third time now, that he was not in possession of the information, of which he showed himself five minutes afterwards to be fully cognizant of. The hon. gentleman complained that he had not a certain document. If he has it not, it is his own fault, because he undertook to quote from it and to characterize it as very extraordinary. As the hon. gentleman has gone so far into that subject, I may be permitted to say to him, although it is not within the range of the discussion which ought to come up on this Bill, that that Minute of Council, in the opinion of those who are best qualified to judge, namely, that portion of the population of this country whose interests it most affects, is not an extraordinary one, but one which the Privy Council would have been criminal if they had not adopted it in its entirety. Let me remind the hon. gentleman—for I will not undertake to give him information upon such a point—that the policy with which every colony in the Empire has been well conversant ever since responsible institutions were given to the colonies of the Empire, and which has been fully recognized by the Imperial Government, is that the interests of every colony shall be considered in relation to negotiations which take place with regard to any one of them; and while the administration of affairs is in the hands in which it is now vested, the Government of this country will not consider it extraordinary, will not consider it outside the line of its duty, to interfere in any negotiations which may take place with regard to any colony of the Empire, which touch important interests of the people of Canada. I must remind this House—the hon. gentleman is already well aware of it, because he has read the Minute to which it refers—that the interests of the fishing portions of our population especially, would have been deeply affected by the negotiations which were going forward and to which he refers, on behalf of the Island of Newfoundland; and I know to his credit that there would have been a no more eloquent and forcible remonstrance addressed to this House on that subject, if we had failed to pass such a Minute of Council, than that which would have come from the hon. gentleman for Bothwell this afternoon. So far from being extraordinary, as he intimates, on the ground that it was uncalled for, even that Minute of Council, dealing with the interests of the people of Canada, and protesting in the interests of Canada against certain negotiations being consummated without our right to be heard—even that Minute was not adopted until Her Majesty's Minister at Washington and the Secretary of State for the Colonies had invited an expression of opinion on the negotiations which were going forward, and, therefore, in no sense was the remonstrance uncalled for. Now, I think the hon. gentleman has not taken the point well—that the House is not informed that any negotiations are likely to take place, or that any negotiations have gone forward in the past. The House has been informed, in the first place, that negotiations have been entered upon, and that intimation has been received by the Government going to show that, at an early day, negotiations will again be entered into with regard to these very questions. The hon. gentleman says he has not all the correspondence which he would desire to have, but the reason for that delay has been made known to him, and I think his judgment will be satisfied as to its soundness and its fairness, namely, that the correspondence in its entirety could not be brought down because the assent of other Governments had to be had, and until that assent was had, portions of the correspondence would have to be considered as confidential. But I assured the House, in giving that reason the other day, that if any protracted delay should occur, owing to the non-assent of the other Governments concerned, in the correspondence as to confidential portions being produced, we would bring down, at any rate, those documents in relation to which that restriction does not apply, and, as I said before, I think the hon. gentleman can hardly fail to consider that a satisfactory answer. But it is remarkable that at this session, after that most solemn and official announcement that negotiations are to take place—and that consequently it would be well to consider the propriety of renewing the *modus vivendi* for another year—had been made, the objection to this Bill for the extension of the *modus vivendi* should come from hon. gentlemen opposite, when for the last two years, at least, we have passed Bills for the extension of the *modus vivendi* framed in the very terms of this Bill, without any remonstrance whatever, or any enquiry as to future negotiations, or any mistrust as to the supposed discretionary power which this Bill is said to confer. With regard to the objection of the hon. gentleman, that the Bill conferred discretionary power upon the Minister of Marine and Fisheries, I think he has misapprehended its purpose. It simply permits the Minister to issue a license to enable foreign fishing vessels of the United States

to obtain supplies, to obtain bait and other port facilities, in the Dominion of Canada, precisely on the terms of the Act passed last year and the Act passed the year before. Every provision with regard to the way in which these licenses are to be carried out, and the privileges they are to give, are enumerated in the Bill, and contained in the license which is embodied in the schedule; so that there is no discretionary power vested in the Minister of Marine and Fisheries, but merely the power to do that which Parliament has instructed the Minister of Marine and Fisheries to do, namely, to extend the *modus vivendi* licenses another year, as has been done for the last four years.

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

REPORT.

Annual Report of the North-West Mounted Police.—(Sir John A. Macdonald.)

SELECT STANDING COMMITTEES.

Mr. BOWELL. I desire to move that certain changes be made in the Standing Committees, and I may say they are made with the concurrence of hon. members who formed the Committee appointed to strike the Standing Committees. I move:

That the following changes be made in the Standing Committees:—That Mr. McDougall (Cape Breton) be substituted for Mr. Cameron (Inverness) on Banking and Commerce Committee; that Mr. Cameron (Inverness) be substituted for Mr. McDougall on the Committee on Agriculture; that Mr. Denison be substituted for Mr. Miller on the Committee on Railways and Canals; that Mr. Miller be substituted for Mr. Denison on the Committee on Standing Orders; that Mr. Daly be substituted for Mr. Ross (Lisgar) on the Committee on Privileges and Elections; that Mr. Choquette be substituted for Mr. Préfontaine on the Committee on Privileges and Elections; that Mr. Paterson (Brant) be substituted for Mr. Cameron (Huron) on the Committee on Public Accounts.

Motion agreed to.

ADJOURNMENT—MINISTERIAL EXPLANATION.

Sir JOHN A. MACDONALD moved the adjournment of the House.

Mr. MILLS (Bothwell). I desire to bring to the attention of the Government the fact, that they have not yet informed the House whether the President of the Council has tendered his resignation as a member of the Administration, and if so, whether any other person has been appointed a member of the Administration in his place.

Sir JOHN A. MACDONALD. The question had escaped me, and this seems a fitting opportunity to make a statement. Mr. Colby, much to the regret of his colleagues, tendered his resignation. His resignation was accepted by His Excellency the Governor General, and his office as President of the Council has not been filled.

Motion agreed to; and House adjourned at 5.35 p.m.

HOUSE OF COMMONS.

TUESDAY, 19th May, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

FIRST READINGS.

Bill (No. 46) respecting the South-Western Railway Company.—(Mr. Bergeron.)

Bill (No. 47) to amend the Act of incorporation of the Collingwood and Bay of Quinté Railway Company.—(Mr. McCarthy.)

Bill (No. 48) to incorporate the Western Life Assurance Company.—(Mr. Macdonald, Winnipeg.)

THE COMPANIES' CLAUSES ACT.

Mr. WOOD (Brockville) moved for leave to introduce Bill (No. 49) to amend chapter 118 of the Revised Statutes of Canada, known as the Companies' Clauses Act.

Sir RICHARD CARTWRIGHT. What is the object of this Bill?

Mr. WOOD (Brockville). I would ask the House to allow any explanations of the Bill to go over until it is before the Committee. It was placed in my hands only yesterday, and I have not had time to look at it fully. It seems to confer on companies not organized under the general Act certain powers which are conferred by the general Act.

Motion agreed to, and Bill read the first time.

DELAY IN PRINTING BILLS.

Mr. CAMERON (Huron). Before the Orders of the Day are called, I would like to enquire of the Minister to whose Department the matter belongs, why the Bill to amend the Election law which I introduced on the 5th of May has not yet been printed in English, while Bills introduced after that day have been printed in both English and French? I introduced a similar Bill on three different occasions in a previous Parliament, and I never could get it printed in time to enable me to move the second reading. This Bill ought to have been printed before now, as there is very little printing to be done.

Mr. CHAPLEAU. My attention having been drawn to the matter, I will send down to the Printing Department and ascertain the cause of the delay. Was the Bill introduced complete?

Mr. CAMERON (Huron). Complete.

SUPPLY—TREATY PAPERS.

Mr. FOSTER moved that the House resolve itself into Committee of Supply.

Sir RICHARD CARTWRIGHT. Before the motion is put, I would like to enquire when there is any prospect of getting the papers I enquired for with respect to the negotiations with the Washington Government, and certain other papers which have been promised us with respect to the fishery negotiations, and certain papers moved for by my hon. friend from Prince Edward Island?

Sir JOHN THOMPSON. I gave the answer the other day as to the Washington papers, and I