

Mr. FIELDING. I would not care to say in the absence of the promoter. He must be the judge of that.

Mr. FOSTER. I intend to send some copies of this Bill away.

Mr. FIELDING. I will call the attention of the promoter to the discussion which has taken place, and ask him to consider the matter. I have no right to say how long he wishes it to stand.

RICHMOND AND DRUMMOND FIRE INSURANCE COMPANY.

House in committee on Bill (No. 103) respecting the Richmond and Drummond Fire Insurance Company.—Mr. Tobin.

On the question: Shall the Bill be reported?

Mr. FIELDING. This is one of the Bills for extending the time of insurance companies for organizing. We had a discussion in the House the other day on this subject, and I think the tendency of the House, and I may say the tendency of the committee which investigates these matters, is to discourage these extensions. I think every hon. member who is interested in these Bills should understand that unless an insurance company, or the people promoting it, have capitalists in sight ready to organize the company, they ought not to approach the House for a charter, and if they afterwards find that they cannot raise the money and they come for an extension, they should understand that such an extension should only be granted when special cause is shown. If this is generally understood, perhaps there will be a little more care in the promotion of these Bills. The committee agreed to pass this Bill, but I think I am voicing the general feeling of the committee when I say that there is a very strong disinclination to grant these extensions from year to year. The same policy, I think, should be followed in reference to banks.

Bill reported, read the third time and passed.

CONSIDERED IN COMMITTEE—THIRD READING.

Bill (No. 125) to incorporate the Crown Casualty Company of Canada.—Mr. Gervais.

QUESTIONS

MAILS—KILLARNEY AND LITTLE CURRENT.

Mr. LANCASTER—by Mr. Sam. Hughes—asked:

1. Who is the present contractor for mail transportation between Killarney and Little Current, Ontario, during the winter months?
2. What sum is paid for the same per week or per trip?
3. When will the present contract expire?
4. How many different persons handle mail matter at the Killarney, Ontario, post office,

and what are their respective names; and have they all been sworn in as such servants?

5. Who is the present postmaster at Killarney, Ontario, and what is his salary?

6. Has the postmaster at Killarney reported irregularities in the winter mail service between Killarney and Little Current? If so, how many such irregularities during the last two years?

7. What action, if any, has been taken by the government in regard to the said irregularities?

Rt. Hon. Sir WILFRID LAURIER (for the Postmaster General).

1. Messrs. C. Noble and J. Lamorandière, sureties for Michael Bernard.

2. \$9 a week.

3. On the opening of navigation, 1905.

4. The regulations of the department provide that only the postmaster and his sworn assistants are allowed to handle mail matter. The department at Ottawa does not keep record of assistant postmasters at small places, but inquiry will be made as to whether unauthorized persons have been allowed to transact post office work.

5 (a) J. Lamorandière; (b) salary, \$120; forward allowance, \$35; rent, \$10.

6 and 7. No report of irregularities from the postmaster at Killarney received at the department.

MAILS—ASHCROFT, CARIBOO.

Mr. FOSTER asked:

1. Who was the mail contractor for the Ashcroft, Cariboo service in 1902?

2. When did the contract expire, and what was paid therefor?

3. To whom has the contract been awarded since that, for what periods, and at what rate?

4. Have tenders been publicly called for in any or all cases of renewal?

Rt. Hon. Sir WILFRID LAURIER (for the Postmaster General):

Ashcroft and Barkerville mail service. In 1897 tenders were invited for the above service or rather group of services.

On the 7th May, 1897, the then superintendent of the mail contract branch submitted a memo. showing the amounts of all tenders received both for a service under one contract and for the several sections of the main and side routes. The following is a list of the tenderers for the service as proposed under one contract, namely: Stephen Tingley, for British Columbia Express Company, \$26,250; John G. Collins, Ashcroft, \$36,800; John Hamilton, Calgary, \$33,450; Stephen Tingley, Ashcroft, \$30,000.

The tenders submitted were considered excessive and efforts were made to have the amounts reduced. These efforts were unsuccessful and steps were taken to secure offers from individuals and firms in eastern Canada, with the result that on the 28th of May, 1897, an agreement was entered into with Mr. Joseph Power, of Toronto, at the rate of \$23,000 per annum, to date from the 1st July, 1897.