

from Toronto to Sudbury with the Department of Railways?

2. If so, does such map show the line to run on the east side of Lake Couchiching, or the west of said lake?

3. Has the minister finally approved of the route?

4. Has the company filed plans for a deviation, and has the department considered the same?

Hon. H. R. EMMERSON (Minister of Railways and Canals):

1. No. They have filed the route map from Toronto to Parry Sound.

2. To the east of Lake Couchiching.

3. Yes.

4. No.

MAILS TO VICTORIA HARBOUR.

Mr. BENNETT—by Mr. Taylor—asked:

1. Who is the contractor for carrying the mail from the railway station to the post office at Victoria Harbour?

2. Were tenders asked for such service? If so, when?

3. When does such contract expire?

Hon. Sir WILLIAM MULOCK (Postmaster General):

1. Mark Vasey.

2 and 3. In December 1896 tenders for this service were invited; only one, that of Mark Vasey was received being at the price of \$120.80, and was accepted. The contract was renewed at \$128.80 a year in 1901 with the same contractor and was further renewed in 1905 at the same price. It expires on the 31st of December, 1908.

COAL FOR GOVERNMENT RAILWAYS.

Mr. BARKER—by Mr. Taylor—asked:

1. In six months ended 31st December, 1904, how many tons of coal were accepted from the Joggins, Strathcona, Kimberley, and Chignecto mines, respectively, for the government railways?

2. What were the prices for the several mines, and qualities?

3. What were the respective places of delivery at the prices?

Hon. H. R. EMMERSON (Minister of Railways and Canals):

1. Joggins mines, 15,084 tons; Strathcona mines, 5,160 tons; Chignecto mines, 14,820 tons; Kimberley mine, 'nil.'

2. The price paid to each of the several mines was \$3.25 a ton of 2,240 pounds, and the quality of coal supplied by each of them was generally satisfactory.

3. The place of delivery at the above price was for all the mines at Maccan station of the Intercolonial Railway.

INTERCOLONIAL RAILWAY—SEYMOUR WOODILL.

Mr. BARKER—by Mr. Taylor—asked:

1. Is Seymour Woodill employed on the Intercolonial Railway at Halifax or elsewhere? If so, in what capacity, and on what terms?

Mr. GRANT.

2. Was he previously employed in the Post Office Department or any other department? If so, where, and in what capacity?

3. Was his employment or service discontinued? If so, when and why?

Hon. H. R. EMMERSON (Minister of Railways and Canals):

1. Yes. As clerk at a salary of \$55 per month.

2. So far as can be ascertained he was not previously employed in the Post Office Department or any other department.

3. He is still in the employ of the Intercolonial Railway.

INTERCOLONIAL RAILWAY—CARRIAGE OF COAL.

Mr. KEMP asked:

1. To whom in the city of Ottawa was coal transported free in the year 1902-3 over the Intercolonial Railway?

2. Was it for government use?

3. If not, for whose use was it?

Hon. H. R. EMMERSON (Minister of Railways and Canals):

1. The corporation of the city of Ottawa.

2. No.

3. It is understood it was sold by the corporation to those wishing to purchase it.

PROVINCIAL GOVERNMENT IN THE NORTHWEST TERRITORIES.

Mr. R. L. BORDEN (Carleton, Ont.). Before the Orders of the Day are called, I shall make a few remarks with respect to a matter which I have informed my right hon. friend the Prime Minister I would speak upon to-day. My remarks will be very brief. They are in connection with the introduction of the Bills for the establishment of new provinces in the Northwest Territories. I do not of course propose to discuss the merits of these measures—the rules of the House would not permit me to do so, and even if they would, that course is not advisable at the present moment, when, as I understand, certain questions in connection with these Bills are under consideration by the government. However, if I were disposed to enter into a discussion of the merits, I would be unable to do so on account of the very well known rules of the House which do not seem to be thoroughly understood in some quarters throughout the country. The particular matter to which I desire to call attention is: that the Prime Minister introduced this legislation, as a measure concurred in by all the members of the administration, whereas we discovered afterwards that this was not the fact. My right hon. friend has always vaunted himself as a strict follower of constitutional usage—he has sometimes done more than that, because some ten years ago he claimed for himself the attributes of foresight and of courage when a somewhat similar question as that which arises to-day