

The MINISTER OF AGRICULTURE. I think there has been a great improvement this year. Just yesterday, a gentleman from Montreal, in conversation with one of my officers, stated that he noticed a great improvement in the boxing of cheese this year. The experiment of shipping cheese from the cool curing rooms in good boxes has been very successful, and the other cheese makers have taken example and warning from that.

Mr. SMITH (Wentworth). Does the government continue to guarantee to pay 5 per cent on the cold storage plant established in the city of Quebec, and has the government been obliged to pay it?

The MINISTER OF AGRICULTURE. That has all been settled three or four years ago, and I think nothing has been paid since.

Mr. SMITH (Wentworth). What space is reserved for the merchants of Montreal in the ships with cool air? I think I have seen in some of the agreements that a certain amount of space is reserved.

The MINISTER OF AGRICULTURE. There was some agreement of that kind in connection with the old cold storage system. It was not that a certain amount of space should be available for the shippers of Montreal, but that a certain amount should be reserved for shippers from the west as against the Montreal shippers for a certain time before the ship sailed. That is not in this agreement with reference to the cooled air chamber.

Mr. GILMOUR. What use has been made of the cool chamber last year and this year?

The MINISTER OF AGRICULTURE. This year we have had to refuse cheese all the time. We have not been able to accommodate all that was offered. The results last year were so satisfactory that the factory men have been crowding their cheese in.

Mr. GILMOUR. How long has the cheese been continued in that curing room?

The MINISTER OF AGRICULTURE. Two or three weeks, and sometimes four weeks. The absolute limit as advertised is eight weeks, but the cheese has never been kept nearly so long as that.

Mr. CLANCY. Are the government bearing any share of the cost of the cold storage concern at Charlottetown now?

The MINISTER OF AGRICULTURE. There is no payment this year.

Mr. CLANCY. Has the government ceased to have any connection with that?

The MINISTER OF AGRICULTURE. I think so.

Some resolutions reported.

On motion of the Minister of Finance, House adjourned at 12.35 a.m., Thursday.

HOUSE OF COMMONS.

THURSDAY, July 30, 1903.

The SPEAKER took the Chair at Three o'clock.

OFFICIAL REPORT OF THE DEBATES.

Mr. L. N. CHAMPAGNE (Wright) presented the sixth report of the Select Standing Committee appointed to supervise the Official Report of the Debates of the House during the present session, as follows:

Your committee recommend:

1st. That an additional English reporter be appointed on the staff of the official reporters of the debates at the same salary as that paid to each member of the staff, and that the appointment and remuneration of the said reporter date from the day on which he enters upon his official duties.

2nd. That the salary of C. W. Boyce, assistant to the chief reporter be increased from \$1,000 to \$1,200 per annum, such increase to date from the 1st August prox.

3rd. That the amanuenses to the official reporters who at present are receiving \$3 per diem for their services be, as regards salary, placed on the same footing as the extra sessional clerks, i.e., that they be paid \$4 per diem and that the said increase date from the beginning of the present session.

All of which is respectfully submitted.

(Sgd.) L. N. CHAMPAGNE,

Chairman.

NATIONAL TRANSCONTINENTAL RAILWAY.

The PRIME MINISTER (Rt. Hon. Sir Wilfrid Laurier). Mr. Speaker, I move for leave to introduce a Bill to provide for the construction of a National Transcontinental Railway. The Bill which I have the honour to place in your hands is divided into two parts. The first provides for the creation of a commission to be composed of three members, and to be empowered to build a certain portion of the railway which is mentioned in the Bill, the title of which I have just given. I do not know that at this moment it would serve any good purpose to go minutely into the dispositions of this part of the Bill. They are such as are to be found in Bills of this character, to empower the commissioners to do a certain work, and they define their powers and their obligations.

The second part of the Bill provides for the ratification of a contract which has been entered into between the government and certain gentlemen now seeking incorporation under the name of the Grand Trunk Pacific Railway Company. This Bill will have to be supplemented by resolutions, which I will place on the Order Paper to conform with our rules of procedure in such cases. The House has been impatient, and not unnaturally, to be informed of the leading features of the policy which we have to present with regard to the building of another transcontinental railway. It will be my duty now to inform the House