

policy has been recommended to the militia department, and, I believe, is being carried out to some extent, of providing comparatively cheap buildings, but many of them, so that our accoutrements, rifles, etc., may be better taken care of than at present and greater encouragement given to the young men to join. The buildings referred to by the hon. gentleman (Mr. Sproule) are under the management of the Militia Department. We are getting more expensive arms and accoutrements, and it will be a saving to the country to provide buildings where they can be kept free from injury.

Mr. HUGHES (Victoria). The drawback to the old system was that the municipalities paid half the cost of these buildings and had the use of them. It was very convenient for the town, but it was inconvenient to the militia companies to have their armouries almost open to the public.

Mr. SPROULE. Several buildings in my own county are going to rack. Nothing seems to be done to repair them. I have always thought there ought to be some headquarters for these militia companies, and if these buildings are too expensive, smaller and less expensive ones should be provided. Take the case of Flesherton, I do not think the municipality has any interest in the building there, and it is all going to rack. If it is government property the government ought to take care of it.

The MINISTER OF PUBLIC WORKS. It may be there is some neglect. I will call the attention of the department to it.

Mr. HUGHES (Victoria). There is a little matter I want to bring before the attention of the government, possibly the Department of Justice. I chanced this year to be coming down on the train from Edmonton to Winnipeg. There were four criminals on the train, being brought to Regina; one was a murderer, and the others were about as tough looking subjects as one could see anywhere. They were in charge of the police. These fellows rode first class; and on the same train there were about twenty young ladies who were coming to the normal school at Regina, and all the way they had to sit in seats adjoining those occupied by these criminals. I want to draw the attention of the government to the fact that I do not think the people of Canada are inclined to pay for criminals riding first-class. In Ontario our volunteers have to ride third-class, frequently in freight cars, when going to serve their country. I do not know whose business it is to look into this matter, but I trust that the coming Prime Minister will take note of it, and give it his serious consideration.

The MINISTER OF FINANCE. When he comes in.

Some resolutions reported.

On motion of the Minister of Finance, the House adjourned at 10.10 p.m.

HOUSE OF COMMONS.

MONDAY, March 30, 1903.

The SPEAKER took the Chair at Three o'clock.

PETITIONS REJECTED.

Mr. SPEAKER. Two of the petitions presented to the House this day asked aid in subsidies from the government. They are consequently contrary to Rule 86, and can not be received.

The petitions were rejected.

OFFICIAL REPORT OF THE DEBATES.

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

Your committee recommend that their quorum be reduced from eight to five members.

L. N. CHAMPAGNE,
Chairman.

FIRST READINGS.

Bill (No. 50) respecting the British Columbia Southern Railway.—Mr. Morrison.

Bill (No. 51) to incorporate the North-west Bank of Canada.—Mr. Scott.

Bill (No. 52) to incorporate the Joliette and Lake Manuan Colonization Railway Company.—Mr. Demers (St. Jean-Iberville).

INSOLVENCY.

Mr. F. D. MONK (Jacques Cartier) moved for leave to introduce Bill (No. 53) respecting Insolvency. He said: I may say at once to the House that this is the same Bill that was introduced in 1898 by Mr. Fortin, the former member for Laval, now judge of the Superior Court. At that time I took some interest in the measure, and was a member of the committee that was struck for the purpose of studying it and making a report upon it. I think it would be a pity that the measure should fall, for the reason principally that it was submitted to all the boards of trade of this country, and was approved by them all with the exception of the board of trade of Winnipeg, which for some reason or other refrained from giving the Bill its express approbation. Under these circumstances, the Bill, as framed at that time, met the requirements of all the different provinces of the Dominion. At the present moment there is a great demand for uniform legislation throughout the Dominion on this important subject, and it is with that view that I am re-introducing the Bill. I will give further explanations when it comes up for its second reading.

Motion agreed to, and Bill read the first time.