

bers of it, and I am one of the last members of the House to raise a question of order against any hon. member. I hope, in calling my hon. friend to order a second time, that he will not think that I am influenced by any personal feelings, because I assure him I am not.

Hon. Mr. FERGUSON—I may state, in reference to the remarks which I made, that I brought the matter up by a motion about ten days ago. My hon. friend, the Secretary of State, was not ready at the time to give me an answer, and he asked for a delay. A day was named when he would give the information, and when the day was reached I brought it up again and did not get my answer. To-day I took the opportunity to get an answer from him; had he been able to reply at the time I made my motion we should have had all this discussion then when I was in order.

Hon. Mr. KIRCHHOFFER—Perhaps I shall be allowed to make an explanation. I saw Mr. Loughheed's name on the orders of the day the first order, and thinking that we had reached the orders of the day, I asked the question, but finding that I am out of order I beg humbly to apologize to the House.

Hon. Mr. PROWSE—I move that the House adjourn. I think now I am in order to discuss this matter. It appears to me that the question that has been brought up by the hon. member from Marshfield is deserving of some consideration from the hon. members of this House. It has been shown that the rates on pure bred animals on the railways of this Dominion have been cut down one half. There must be some special object for that course pursued by the railway companies, and I take it that it is a pure matter of business on their part. They are anxious, not so much for the advantage and prosperity of the agriculturists of this country, as they are to increase the business of their own railways, and to do that, as an encouragement to the farming population they have reduced the carriage of pure bred animals so that farmers may be induced to procure and breed a proper class of animals which will give them additional freight for their railways. The object of the railway companies is to make money, but the object of the government

and of the government railways, should be, not so much to make money, as to promote the interests of the country, and I do not think they could take any steps which would benefit the farming community more than to give proper encouragement to them to purchase and breed good stocks suitable for the markets of the world. The subject is worthy of consideration. I know that the government will not lose anything by encouraging the introduction and breeding of superior animals in this country. That is all I have to say on the subject, and I ask permission to withdraw the motion.

The motion to adjourn was withdrawn.

BILL INTRODUCED.

Bill (30) "An Act respecting the Lake Erie and Detroit River Railway Company."
—(Hon. Mr. Casgrain.)

DELAYED RETURNS.

Hon. Sir MACKENZIE BOWELL—Before the orders of the day are called, I should like to ask the hon. Secretary of State if that return, for which I moved twelve months ago, is ready yet?

Hon. Mr. SCOTT—The hon. gentleman declined to take his return in instalments. I think I have got all the returns except from one of the departments, and I have been pressing for it all I could. It is either the Post Office Department or the Department of Railways that is the delinquent. I will call the attention of the department to the subject again.

PACIFIC AND YUKON RAILWAY COMPANY'S BILL.

SECOND READING POSTPONED.

The order of the day being read,

Second reading (Bill F) An Act to incorporate the Pacific and Yukon Railway, Navigation and Mining Company.—(Hon. Mr. Loughheed.)

Hon. Mr. LOUGHEED said: In view of the desire, and also the anxiety expressed by my hon. friend the leader of the House the other day that this bill should stand pending the introduction of the Teslin Lake Railway Bill, if my hon. friend could give us any assurance that that bill will be introduced here at an early day—because I