

ritory of the United States, as matters now stand.

Hon. Sir MACKENZIE BOWELL—The House is already committed to that principle, if you look at the bill passed last year, called the British Yukon Bill, chapter 89. If the hon. gentleman's objection is good now, it was good then. What is the objection to changing the route to the Chilcoot Pass instead of the White Pass, because that is really the only difference between the two bills. The bill passed last year was to start at the head of Lynn Canal and proceed thence across the Chilcoot Pass. The present bill carries the road from Pyramid Harbour, near the head of the Lynn Canal, through the White Pass. If there is an objection to this bill, it is equally applicable to the Act on the statute-book, so that anybody under this bill could build the road so far as the powers are given by this bill, through the White Pass.

Hon. Mr. MILLS—If the charter should be in the hands of the contractors for the other road.

Hon. Mr. ALMON—I rise to a question of order. We are now discussing the bill, whereas the question before the House is to postpone the second reading of the bill, and not the merits of the bill.

Hon. Mr. POWER—On the question of order I do not think the motion which His Honour the Speaker was about to put was exactly correct. I look at the minutes of the 10th March and I find this:—

The Hon. Mr. Lougheed presented to the Senate, a Bill (F) intituled: "An Act to incorporate the Pacific and Yukon Railway, Navigation and Mining Company."

The said bill was read a first time.
Ordered, that the said bill be read a second time on Monday next.

That is the order which makes the bill come before us to-day, and I think that the regular motion would be for the hon. gentleman to move that the Order of the Day be discharged and that the bill be read the second time on Wednesday.

Hon. Mr. LOUGHEED—That is what I have moved.

Hon. Mr. POWER—That is not the way the motion was put.

The SPEAKER—The motion comes to the same thing, but I have no objection to putting it as the hon. gentleman says.

The motion was agreed to.

The Senate adjourned.

THE SENATE.

Ottawa, Tuesday, 15th March, 1898.

The SPEAKER took the Chair at three o'Clock.

Prayers and routine proceedings.

COLD STORAGE BETWEEN CHARLOTTETOWN AND GREAT BRITAIN.

MOTION.

Hon. Mr. FERGUSON moved:

That an humble address be presented to His Excellency the Governor General, praying that His Excellency may cause to be laid before this House, copies of all correspondence and telegrams between the Minister of Agriculture or any other member of the administration, or any officer of the government, with the owners or agents of steamers or the Board of Trade, Charlottetown, relating to the establishment of a cold storage service on steamers between Charlottetown and ports in Great Britain or the West Indies, and in reference to the erection of cold storage premises in Charlottetown.

He said: In proposing the motion which I have placed on the order paper, I wish to call the attention of my hon. friend the Secretary of State to some discussion that took place in this chamber last year, when the hon. gentleman was guiding through the House a bill that came from the Department of Agriculture with reference to securing cold storage service at different points in the Dominion of Canada. Hon. gentlemen will remember that this cold storage movement, like the dairy movement in the lower provinces and also in the North-west, is a policy that was bequeathed to the present administration by their predecessors in office. That movement was entirely brought into existence in my province by the guidance of the Federal Government and to some extent was assisted by advances from the Federal Government, all of which, however, were returned. There was no expenditure in cash beyond what was returned