

or provinces in the said Territories, be taken into consideration as a debt owing by the said Territories to the Dominion of Canada.

Motion agreed to.

#### ANTHRAX IN CATTLE.

Mr. T. S. SPROULE (East Grey). Mr. Speaker, before the Orders of the Day are taken up, I wish to direct the attention of the government to an item which reads as follows:—

Chicago, August 30.—Anthrax, dreaded by cattle owners and fatal in most cases if it obtains a foothold in the human frame, has been reported to the health department as having broken out in a herd of cattle on a stock farm near Palatine, in this country. The department has taken steps to protect the milk supply of Chicago.

As there is a pretty extensive trade being done over the Grand Trunk Railway in handling cattle coming eastward from Chicago, it seems to me a matter of importance that this should be attended to at once, as our regulations are such as to make it quite possible for this disease to be imported into Canada. Therefore, if the attention of the hon. Minister of Agriculture has not been directed to the matter, I take this means of drawing the attention of the government to it, so that he may be advised of it as soon as possible.

#### CANNING INDUSTRY—BRITISH COLUMBIA.

Mr. THOMAS EARLE (Victoria, B.C.) Before the Orders of the Day are called, I would ask whether any information has been received from the agent of the Fisheries Department in British Columbia in regard to the matter that was brought up on Friday?

The PRIME MINISTER. I am not aware that any such information has been received. The question of my hon. friend will be brought to the attention of the Minister of Marine and Fisheries as soon as he comes in.

#### NATIONAL TRANSCONTINENTAL RAILWAY.

The House resumed adjourned debate on the motion of Sir Wilfrid Laurier for the House to go into committee on a certain proposed resolution respecting the construction of a National Transcontinental Railway, and the motion of Mr. Puttee in amend-

ment thereto, and the amendment to the amendment of Mr. Boyd.

Mr. A. E. VROOMAN (South Victoria). Mr. Speaker, it is my intention to be as brief as possible in discussing the question that has engaged the attention of the House for the past two or three weeks. My excuse for speaking at all is, the importance of the subject, and representing as I do an important and a highly intelligent constituency, and one that keeps a keen outlook on matters current in the political world, I felt that they might require from me more than a silent vote. I shall not presume, Mr. Speaker, to offer any information on this great question at this stage of the debate. I shall avoid as far as possible statistics and details, and shall content myself with giving expression to convictions forced upon me in listening to this discussion.

Each session since I have had the honour of a seat in this House, I have heard discussed, and discussed with great ability, the transportation question. In listening to those discussions I learned to realize the importance of this question. I learned that it was one of great magnitude; that it was a complex question, and one that pressed for an early solution in the interests of this great country. I began to understand somewhat of the disadvantages our freight carriers laboured under. I began to see that we, as Canadians, were not in a position to compete with our neighbours to the south of us for the carrying trade of the west to the eastern sea-board; and all because our great highways of commerce, our waterways and our ports, were not developed and equipped as they should be. Mr. Speaker, I saw how important this question was to the producer of the west; how that every man, woman and child in that great country were intensely interested; how that great country, only yet in the infancy of its development, was destined to become the producer of the great bulk of the foodstuffs for the feeding of this vast empire. Sir, it seemed to me that the solution of the transportation question consisted in so developing our great natural highways of commerce that those products could be placed on the markets of the world at the very lowest cost, in the shortest possible time and in the best possible condition. Such, Sir, is the question that has been, and is