

Hon. Mr. CLEWOW—As long as it will not debar the petitioner in any way, there is no objection.

The motion was agreed to.

The Senate adjourned at 4 p.m.

THE SENATE.

Ottawa, Thursday, 2nd May, 1895.

THE SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE GRAIN TRADE AT PORT ARTHUR.

Hon. Mr. BOULTON moved:—

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid before the Senate, a return of the number of bushels of wheat delivered to the elevators at Fort William and Port Arthur, and the grade; the number of bushels loaded on vessels, and the grade; the nationality and destination of the vessels carrying the grain; also, a copy of the conditions of the grade as fixed by the Board of Inspectors assembled for the purpose of fixing the grade for 1894.

He said: I had intended to ask the House to allow this motion to stand until after the recess, but as the hon. member from Richmond has a motion on the paper with regard to a question which is perhaps of more immediate public interest than this one at the present moment, I shall merely move for the return without giving any reasons for doing so, and when the papers are brought down I shall be in a better position, perhaps, to discuss the subject.

Hon. Sir MACKENZIE BOWELL—There is no objection to the motion, so far as it is in the power of the government to bring down the information asked for. The question is one involving a rather important matter in connection with the carrying trade. It may be of advantage to the House and to the country to hear the hon. gentleman's views, and all the information that can be brought down will be produced.

The motion was agreed to.

THE HUDSON BAY RAILWAY SUBSIDY.

MOTION.

Hon. Mr. MILLER moved:

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid before the Senate, all Orders in Council, letters or other papers relating to any subsidy, loan or guarantee, in connection with the Hudson Bay Railway within the last two years.

He said: I think the House will agree with me that it is very desirable that accurate and full information should be placed before the Senate in regard to the subject of this motion, at the earliest possible moment. This subject has been brought to the notice of the House of Commons, and the Finance Minister has promised that all information in connection with it shall be duly submitted to that House, but I consider it is only proper, in event of legislation being required at the hands of Parliament in connection with it, that we should have, in the regular way, all the papers connected with the Order in Council before this House as well as before the other branch of Parliament. It will be in the recollection of hon. gentlemen that in the session of 1891, a bill was introduced and passed through Parliament granting a subsidy to the Winnipeg and Hudson Bay Railway, a subsidy of \$80,000 per annum for twenty years in connection with the road from Winnipeg to the North Saskatchewan, a distance of about 250 miles. That bill received the sanction of Parliament, and was very strongly supported in this House. I myself spoke and voted in favour of it, and I thought at the time the legislation was, as far as we could foresee, wise and proper. The subsidy asked for on that occasion was of a special character, although an instance of the same kind had occurred with regard to legislation in the North-west Territories before. Under the terms of the Act granting that subsidy the company undertook to render service to the government in the carrying of mails, men and materials to the full value of the money which Parliament agreed to give them. At that time I thought the legislation was in the public interest, and if our financial circumstances were to-day what they were then, I have no doubt I should be prepared to vote as I did on that occasion. But I