

posed to the Bill and who have not had sufficient notice to enable them to appear before the Committee to-morrow. There is a rule of this House which requires that before a Bill can be read the second time it shall be printed in both languages. This Bill has not been printed in French yet and I object to the second reading of the Bill to-day.

Hon. Mr. POWER—I hope the hon. gentleman will not persist in raising this technical objection to the Bill. It is true that if the hon. gentleman persists in his objection the Bill cannot be read; but I understand this company have already built about sixty miles of railway, and they have to build about sixty-two miles more in order to reach Chaudière Junction. This road proposes to connect with the Intercolonial Railway and to give a competing line from the lower provinces to Montreal, competing with the Grand-Trunk Railway and Canadian Pacific Railway, which I think is a most desirable object. If there is any substantial objectionable feature in the Bill, and the hon. gentleman comes before the Committee on Railways, I have no doubt the committee will be prepared to make the necessary alterations, but I hope the hon. gentleman will not persist in his objection, which is a technical one.

Hon. Mr. OGILVIE—I also hope that the hon. gentleman will not persist in this technical objection. It will not accomplish anything, and I quite agree with my hon. friend from Halifax that this line will be a valuable road. One of the arguments used by the hon. gentleman is a fallacy—the argument that the people interested in opposing it could not be here in such a short time. I know a large majority of them were here this morning, talking to me about it. If they were here to-day, they could be here to-morrow; and I do hope that the hon. gentleman will, as a reasonable man, allow this Bill to be read the second time at this late period of the session.

Hon. Mr. GUÉVREMONT—(In French.) I know personally that there are gentlemen in Montreal who are opposed to this Bill. I saw one of them recently who told me so, and he asked me to take care and notify him in time so that he could come here and oppose it before the Railway Committee.

The second reading was allowed to stand.

## THE SESSIONAL INDEMNITY.

### INQUIRY.

Hon. Mr. ALMON—I wish to ask the leader of this House if there is any truth in the rumour that we have heard, that a resolution has been passed in the Commons providing that if any member was absent for six days on private business there would be no deduction from his sessional allowance; and if so, does that apply to the Senate.

Hon. Mr. BOWELL—The resolution before the House of Commons is to allow each member of Parliament an absence of six days—that no deduction shall be made from the sessional indemnity should a member be absent six days. That applies to both Houses.

The Senate adjourned at 5.30.

## THE SENATE.

*Ottawa, Wednesday, March 29th, 1893.*

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

## THE ALBERTA IRRIGATION COMPANY'S BILL.

### THIRD READING.

Hon. Mr. DICKEY, from the Committee on Railways, Telegraphs and Harbours, reported Bill (54) intitled: "An Act to incorporate the Alberta Irrigation Company," with amendments. He said:—This is the first of a series of three Bills having similar objects in view. They were referred to a subcommittee, and carefully considered and discussed in the committee itself, with the result that these amendments were adopted. The first is to add two subsections, providing in the first place, that before an application could be made to the Governor in Council under this Bill, the notice should be published in the nearest paper for a period of two months, so as to give persons interested in the matter sufficient notice. The other sub-section is to require that the plans of the proposed improvement for irrigation purposes should be lodged in the office of the