

Ellis did not hide anything from the Government, and he says many other things of a like character. He passes over important evidence which he should have taken into consideration. His first report states that Mr. Ellis did wrong, but that he did not mean to do it. How does the commissioner know whether these officials meant to do wrong or not? We should have the evidence before us, and then we can judge for ourselves what they meant to do. In his report, the commissioner says that the loss to the country is very trifling, but I have shown that Mr. Ellis took for his own benefit over \$3,000, and that he squandered altogether over \$37,000 of the public money that we know of, and I did not get at 5 per cent. of the loss. Therefore, I ask the leader of the House to have the whole of the evidence and the reports printed, to be an example to all evil-doers hereafter.

BILLS INTRODUCED.

Bill (69) "An Act respecting the St. Catharines and Niagara Central Railway Co." (Mr. McCallum.)

Bill (55) "An Act to incorporate the Shore Line Railway Bridge Co." (Mr. Botsford.)

Bill (54) "An Act to incorporate the Interprovincial Bridge Co." (Mr. Cle-mow.)

Bill (64) "An Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Co." (Mr. Poirier.)

A QUESTION OF PRIVILEGE.

HON. MR. MILLER—I rise to call the attention of the House to a paragraph published in the *Evening Journal* which has reference to myself. The matter is not of much importance, but one does not like to see himself pilloried in the press falsely. I shall read the paragraph to which I refer:

"SENATE AND COMMONS.

"The Senate sat with closed doors yesterday afternoon, the subject of debate being the new rules respecting the galleries made by the House of Commons. On Tuesday night Senator Sanford introduced three ladies into the gallery in which he used to be privileged. The Usher requested him to place them in the Senator's gallery, and he then found the Senate only had thirty seats in the Commons gallery. Senator Miller also made a similar mistake and was corrected. It is understood the Senate will demand more ample and more suitable accommodation."

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Now, I may say in self-defence, that a greater untruth could not be uttered in reference to any member of this House than this when applied to me; for although over twenty years a member of the Senate, I can say unhesitatingly that I never once violated the rules of the gallery in the House of Commons, and perhaps very few members of the Senate can say as much for themselves. What I feel rather annoyed about is this. The discussion took place with closed doors. The paper must have manufactured that statement, or it must have received the false information from some member or some officer of the House. While I am loth to believe that any member of the House would wilfully misrepresent me in the manner in which I am misrepresented in that paragraph, or that any officer of the House would do so; still, I find it very difficult to escape from the dilemma of fixing the author as some one, I fear a Senator, within the Chamber at the time of the debate. There is a marked difference in the way Senator Sanford and myself are referred to in the quotation, although he had really been guilty of a violation of the rules. He admitted his guilt, and is not corrected; but the harshest language is applied to me in the same paragraph. The House is aware that all my remarks, in the discussion which took place with closed doors, strongly insisted on the observance of the rules of the Senate and that every word in the *Journal's* paragraph referring to me is an unmitigated untruth, concocted and circulated by some individual on whose horns I had trodden.

HON. MR. POIRIER—While we are on the question of privilege, I should like to know what are the positive instructions with regard to those galleries. I was this afternoon—

THE SPEAKER—The hon. gentleman is out of order.

The matter then dropped.

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT AGREEMENT BILL.

HON. MR. PERLEY moved the second reading of (Bill 36) "The Qu'Appelle, Long Lake and Saskatchewan Railroad