

\$80,000. If the hon. gentleman will look at the Bill, he will see that it is intended to aid a great many small connecting links of railway. There are only one or two large subsidies in the Bill at all; the rest are small subsidies, some of them as low as \$11,000.

The motion was agreed to, and the Bill was read the second time.

HON. MR. PLUMB moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

SUBSIDIES IN LAND TO RAILWAYS BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (147) "An Act to authorize the grant of certain subsidies in land for the construction of the railways therein mentioned."

The Bill was read the first time.

HON. MR. PLUMB moved that the Bill be read the second time at length.

HON. MR. ALEXANDER—We cannot fail to perceive that the bills which are now presented within 48 hours of the end of the session are the most important measures before Parliament. Can anything equal the contempt shown for this Chamber? They treat us simply as a mere pocket borough of the First Minister, who probably thinks he has placed us here to do his will only and not to do our duty to the public. He as much as says, "Sirs, draw your \$1000 a year and ratify and register everything the Government chooses to bring in." If there is anything that can sink the First Minister in public estimation more than another, it is the manner in which he treats the Senate of the Dominion. If the people demand a change in the constitution of the Senate we owe it to Sir John Macdonald's gross treatment, selfishly using the Senate for his own partizan purposes.

HON. MR. BOTSFORD—These bills which we are passing in a hurried manner

are money bills which this House cannot amend. They dispose of public money and public lands in the way in which the House of Commons choose to vote. We certainly have the right to reject such bills, but we all know that we do not wish to do so; and therefore the observations of the hon. gentleman with respect to these bills are of no avail at all.

The motion was agreed to and the Bill was read the second time.

HON. MR. PLUMB moved the third reading of the Bill.

HON. MR. SCOTT—I do not rise for the purpose of resisting the third reading of the Bill, but I think there should be no objection to the expression of a little honest indignation when these Bills are brought down so late in the session and it is assumed that we will pass them without discussion. The Bill under consideration is one that might fairly be discussed, from many of the circumstances connected with it. It is one which in the main I favor, but it is quite proper that Senators should be given an opportunity to criticize measures of that kind, and therefore the Government should not find fault with any member who chooses to complain that such measures are brought into this Chamber at too late a period of the session to receive proper consideration. I know that this kind of protest has been made session after session in the Senate for the last ten or fifteen years. I know it was made, under different circumstances, when I was on the other side of the House. These are measures which any Government must necessarily bring into the Senate at a very late period. At the same time, when that does occur it is clearly not the province of the Government to check free debate, which is only reasonable and proper, on a measure of such importance. I do not hesitate to say that I favor this measure. I have always advocated the granting of lands to railways in the North-West. I think it is a wise policy, and one which I hope to see enlarged in the future instead of diminished. Those are my own views, but, at the same time, they may not be shared by other hon. gentlemen, and therefore it is quite within their province, and fair and

HON. MR. PLUMB.