

bind all the courts and people within the Dominion of Canada so as to prevent any court in this country from taking notice of any proceedings of appeal to the Privy Council; but I am not prepared to go so far as to say that Her Majesty and her Privy Council could not grant permission to appeal if they thought proper so to do. Beyond that, I do not suppose we should go in this country. We could not probably deprive a subject of the right to go direct to the foot of the Throne for a remedy, but so far as we can do it we do it by this Act.

HON. MR. SCOTT—I believe, as a matter of history and practice, the Privy Council have declined to accept appeals after they had gone through the Supreme Court of Canada except with the leave of the Supreme Court itself. I do not know of any cases which they have entertained except when the Supreme Court here has given permission, so that practically appeals to the Privy Council are destroyed.

HON. MR. MILLER, from the Committee, reported the Bill without amendment.

The Bill was then read the third time and passed.

CONVEYANCE OF LEGISLATORS
FREE OF CHARGE OVER
RAILWAYS BILL.

WITHDRAWN.

The order of the day having been called for the second reading of Bill (K), "An Act to provide for the conveyance of legislators and judges free of charge over railways,"

HON. MR. MCINNES said—Before going on with the discussion of the Bill, I may say that if I am allowed to make an explanation and put my views on this subject on record, I shall withdraw the Bill for the present.

HON. GENTLEMEN—Hear, hear!

HON. MR. MCINNES—If not, I shall contest my right to introduce a Bill of

this nature and the jurisdiction of this House to deal with it as it thinks proper. The reason why I wished the second reading of this Bill postponed the other day was that I was not sufficiently prepared to give all the authorities to substantiate my view as to the scope or jurisdiction of this House to deal with measures involving the expenditure of money. Since that postponement took place I have consulted several authorities, and have come to the conclusion that it is competent for the Senate to pass this Bill. The reason why I do not propose to proceed with the Bill now is that we have a long list of measures on the order paper, and, unexpectedly, the Session is within a few days of prorogation, I have no disposition to prolong it. Besides, I am of opinion that quite a number in this House require some time to appreciate the real merits of the Bill. In the first place, I think that such a Bill as this ought to emanate from the Government, but the Government not having taken it up I thought it was well that a private individual should do so, and after it has been discussed I hope the Government, in the near future, will introduce a measure having the same objects in view. I am credibly informed that similar laws are in force in Italy, France and Belgium, and I am also credibly informed that it is one of the unwritten laws of England—that all legislators in those countries are conveyed free of charge over all the railways within those different countries. Such being the case I do not think that this is an extraordinary bill as a number of those who have criticized it have endeavored to make it appear. If it was considered necessary to enact such a law in the countries to which I have referred in order to prevent their legislators from becoming contaminated by influential railway companies conferring favors on them, I cannot see how it can reasonably be construed into a reflection or indignity on the honor or integrity of Parliament as was contended by some in this House if this Bill should become law. I view it in a totally different light. It would redound to the credit of the Senate. My contention is that free conveyance over all railways ought to be made one of the perquisites or