

REPORT.

Annual report of the Department of Militia and Defence.—(Mr. Borden.)

Report of the Department of the Interior for the year 1899.—(Mr. Sutherland.)

Report of the Minister of Justice.—Penitentiaries.—(Sir Wilfrid Laurier.)

THE GENERAL INSPECTION ACT.

The Order being called,

Mr. NICHOLAS FLOOD DAVIN (West Assiniboia) moved that the Order for the introduction of a Bill standing in his name, to amend the General Inspection Act, be discharged. He said: The Minister of Inland Revenue (Sir Henri Joly de Lotbinière), having brought down a Bill dealing with the same subject, and as I shall have an opportunity in committee of bringing forward the views embodied in this Bill, I move that this Order be discharged.

Motion agreed to.

FIRST READINGS.

Bill (No. 141) to regulate and supervise the grain trade in the inspection district of Manitoba.—(Sir Henri Joly de Lotbinière.)

Bill (No. 142) respecting the inspection of foreign grain.—(Sir Henri Joly de Lotbinière.)

SEED GRAIN INDEBTEDNESS.

Mr. SUTHERLAND moved for leave to introduce Bill (No. 143) to amend the Act respecting securities for seed grain indebtedness.

Mr. DAVIN. Will the hon. gentleman state what it is?

Mr. SUTHERLAND. It is to relieve from all liability any of the sureties, or endorsers, or bondsmen who became security for those who got seed grain in the west.

Motion agreed to, and Bill read the first time.

OCEAN STEAMSHIP SUBSIDIES.

The MINISTER OF TRADE AND COMMERCE (Sir Richard Cartwright) moved that to-morrow the House resolve itself into Committee of the Whole to consider the following resolution:

That it is expedient to amend the Act 52 Victoria, chap. 2, intitled: 'An Act relating to Ocean Steamship Subsidies,' so as to provide for a continuance of the authority given under the said Act to the Governor in Council to grant a subsidy for steamship service between British Columbia and China and Japan for such period or periods of time as may be deemed

expedient, not, however, to exceed in the aggregate ten years and to pay therefor a subsidy or subsidies, as the case may be, of not exceeding the sum of fifteen thousand pounds (£15,000) sterling per annum for a monthly service, or not exceeding the sum of twenty-five thousand pounds (£25,000) sterling per annum for a fortnightly service.

PERSONAL EXPLANATION—SIR CHARLES TUPPER.

Sir CHARLES TUPPER (Cape Breton). Before the Orders of the Day are called, I want to ask the indulgence of the House for a single moment to draw the attention of the hon. member for North Middlesex (Mr. Ratz) to a statement he made in my absence in regard to a matter which is of a personal character, and which, I am sure, hon. gentlemen on both sides of the House would give me an opportunity of explaining. The hon. gentleman, in his speech on the budget a few evenings ago, said:

I am not going to say whether that expenditure—

Referring to an expenditure by the government.

—was proper or not, but it seems to have been only an ordinary item of expenditure that has been incurred by members of both governments when they were in power. But I will just remind the hon. gentleman of a similar expenditure which occurred in June, 1896, when the leader of the opposition, with one of his colleagues, the hon. member for Haldimand (Mr. Montague), not only rode in a private car when they came to the town of Exeter, in North Middlesex, but they did not find that private car sufficiently spacious, and so they engaged a special train with which they steamed up to Exeter. There they delivered their orations, and after they got through they steamed to the town of Strathroy and after they got through there they returned back to the city of London. Now, I would ask any member of this House, or any elector of this country, whether they deem that a proper expenditure for the country to pay.

I may say, Mr. Speaker, that at that time I had the honour of holding the position of leader of the government. I may further say, that I think the hon. member for North Middlesex ought not to have made such a statement as that without having some foundation for it. Had he taken the trouble to refer to the Department of Railways and Canals he would have learned that not a farthing of expenditure connected with my progress to the province of Ontario at a general election, either for provisioning the private car or for any other railway charges, was borne by the government or by the people of this country. The account was rendered to myself by the representative of the manager of the Grand Trunk Railway Company, and was discharged personally, not a farthing being charged to the country.