

House—because he has examined more critically into the legislation connected with railways, and above all has taken more care about railway legislation and spent more hours in the committee room and in this House looking into such legislation, than any other member. There are relative degrees of merit in the Senate, as there are relative degrees of honour. This has been drawn from me by the hon. gentleman saying what he did. I consider Sir Mackenzie Bowell is facile princeps so far as being entitled to honour. That is enough on that point. When the hon. gentleman on my left (Hon. Mr. Poirier) talks about his conscience, it really amuses me. I cannot go so far as that. It is astonishing to me that this hon. gentleman, a moral and pious gentleman no doubt, has year after year taken these passes and time and again voted on railway legislation, and never said a word about it. At least, I never heard him say a word about it until now.

Hon. Mr. POIRIER—I sent back my passes for several years, but bad associations prevailed.

Hon. Mr. SULLIVAN—Any man who is so easily affected by a bad example must have a mighty poor conscience. We are taking passes year after year and I thought it was rather an ugly way to be getting transportation, and I felt some qualms of conscience about taking this mileage, but I would rather have this, on my word of honour, than to be getting passes and the public not know it. Let the public know it, and that we get it as a right. Think of the labours the railroads impose on parliament. Nineteen-twentieths of the legislation of this session is for railways, and would not a railway send a free pass to any man to come down and attend to their business? Is it not proper that railways should pay a man who comes to look after their business?

Hon. Sir MACKENZIE BOWELL—The country gives us an indemnity for that.

Hon. Mr. SULLIVAN—Yes, but the ordinary individual is interested in legislation, only in a general way. The railroads are corporate bodies, and we know that corporations have no souls to be saved, and some say no bodies to be in-

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jured. To require them to furnish free transportation to members of parliament is not like taking money from any one. It does no injury to any one; it is conceded as a right, and passes are being taken by every member of both Houses. It is too late in the day now to oppose a practice which is universal, and the manly, straightforward way is to do it openly and take the consequences. If the members of the board think it is wrong for members to accept passes, I shall throw the passes back in their faces. I feel that the railways give passes, not with the object of bribing any one. How can they bribe? All the railways give passes. I have twenty or thirty. I never use but one. It never affects my vote and I do not see how the mere favour of a pass can affect any man's vote. I give them back all the money. My wife travels with me, and unless she was granted a similar favour, it would be very little benefit to me. I should like if there was any other way of getting rid of this question. I think the mileage should be done away with, because it does not look right to accept a pass and collect mileage. I honour the sentiments of my hon. friends, Senator Drummond and Sir Mackenzie Bowell. I believe they are acting from conscientious and honourable motives, but it seems to me that this is the better way to deal with the question.

The motion was agreed to.

Hon. Mr. FULFORD, from the committee, reported that they had made some progress with the Bill, and asked leave to sit again.

BILL INTRODUCED.

Bill (147) An Act to incorporate the Toronto and Hamilton Railway Company.—(Hon. Mr. Kerr, Toronto.)

The Senate adjourned.

THE SENATE.

Ottawa, Thursday, August 27, 1903.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.