

HON. MR. ALMON—State the glass house, please.

HON. MR. MCINNES—It was to do away with the possibility of any member of this House being influenced one way or the other by railway companies that I introduced this Bill, and I claim that the honor and dignity of both branches of Parliament demand the enactment of some such law as I have imperfectly sketched. If some such measure is not adopted, we will all be open to the charge that is frequently made throughout the country—"There goes a dead-head passenger. He travels on a free pass—There goes a Government supporter—he is a dead-head,"—that is frequently said and it is too true. It is high time that there should be a stop put to these invidious distinctions and the stigma removed. We should place ourselves either in the position that we are to have free conveyance or that no railway company should presume to offer a free pass to a legislator. Let us go on our merits and not allow ourselves to be placed under a compliment to any railway company let us be free and untrammelled. That is the position I think we should occupy—it is the true one and the quicker this House asserts its rights and the independence of parliament is maintained the sooner will they decide upon adopting some such measure as the one I have proposed.

HON. MR. ABBOTT—What does the hon. gentleman move?

HON. MR. MCINNES—With the consent of the House I ask permission to withdraw the Bill.

HON. MR. KAULBACH—Probably my hon friend from British Columbia made a mistake when he said that every man should travel on his merits: every man should travel on the Company's roads. If men are to be favored in proportion to the benefit they confer upon the country I do not know how some members of Parliament might stand. It would allow a great deal of room for discussion.

HON. MR. MCINNES—The benefit

some men confer on the country is to obstruct progress and uphold monopolies.

HON. MR. KAULBACH—So far as the Government Railways are concerned there should be no discrimination in dealing with members of Parliament: all should fare alike, and no preference should be given to anyone because of his political convictions. But when you come to a railway company it is another matter. They must manage their business to suit themselves. Even so far as the Government Railways are concerned, the hon. gentleman should bear in mind that every member of Parliament is paid the travelling allowance, which is much larger than the amount he is obliged to expend.

HON. MR. MCINNES—Then do away with the mileage altogether.

HON. MR. KAULBACH—The same remark applies to judges. They are allowed a mileage for travelling on circuit. If people are to be favored in proportion to their merits and the benefit they confer on the country, other classes might with more propriety be considered, such as clergymen, who are not granted any travelling allowance as we are. If the principle which the hon. member suggests is to be adopted, the Government would be obliged to buy up the whole of the railways and throw them open to the public—run them as public highways.

HON. MR. MCINNES—The sooner the Government take over the railways and run them in the interests of the country, the better.

HON. MR. KAULBACH—I do not see how we can control private railway companies in the exercise of their rights. It would be monstrous to think of it. I will not take up the time of the House with further discussion on the subject.

HON. MR. ALMON—As the mover of this resolution has alluded particularly to me I may be allowed to say a few words. I am very glad indeed that the Bill has been withdrawn. It