

privileges in connection with the position of a member of this House and a member of the House of Commons: that members of both Houses should be conveyed, free of charge, over all railways while travelling on public business in the interest of the State, as provided for in this Bill, and not place ourselves under any compliment to any railway company. We would thereby remove the possibility of becoming biased in their favor when they came before us asking for fresh favors: that we should be in such a position that no railway manager, whether of a Government or private road, should approach us and put us under any compliment or obligation to the extent of accepting a half-fare pass or a free pass over a railway as is the custom at present. In the Inter-State law passed a few months ago in the great country to the south of us, it was found necessary to insert a clause imposing a very heavy penalty on any railway company that would give a free pass to any legislator, and though I have not seen the Act myself I believe there is a heavy penalty imposed upon a legislator who accepts of any such free pass. If, therefore, members of Congress in the great republic to the south of us, whose population is twelve times as great as ours, who receive not one thousand dollars indemnity as we do, but five thousand dollars a year, and an equally liberal travelling allowance, if they found it necessary—in order to protect the rights of the masses, (the taxpayers of the country) against huge, unscrupulous, railway monopolies, and the political purity of their public men and judiciary—to pass such a law, I do not think that it is a reflection on either House in Canada if we adopt a similar law. My first intention was to bring in a bill embodying the principles of the American law on this subject, but on reflection I came to the conclusion it could be systematically violated and therefore less effective than the one I propose. For instance, although railway companies would not be allowed to give annual free passes, yet there would be nothing to prevent them giving free tickets through third parties, and thereby defeat the law. Apart from the Government railways we have practically only two great railways in Canada—the

Canadian Pacific Railway and the Grand Trunk Railway. All the other railways have been or are being rapidly absorbed by these two great corporations. I base the justice of this measure upon the right of the Government and the representatives of the people of this country to compel those corporations to grant this small favor inasmuch as they have been liberally subsidized by enormous grants of money and of land. The Canadian Pacific Railway Company according to their own statement have received in cash \$71,500,000 besides 25,000,000 acres of land. I believe the Grand Trunk Railway Company owes to the Dominion of Canada to-day something like \$35,000,000. Yet some are unreasonable enough to say we have nothing to do with these companies. They owe a great deal to the people of Canada, and if they were compelled by law to carry legislators whether of the Federal Parliament or of the local legislatures and judges within their circuit free of charge, it would certainly be a very small tax upon them—it would be a small recognition on their part for the enormous sums the people of Canada have given them and which they are certain never to pay. You are all aware that it makes no difference in cost to a Railway train whether it carries fifty passengers, or fifty-one or fifty-two, the trains have to be run, and the wear and tear of the road is the same. Any one who has been in public life knows that members of Parliament spend a great deal more in travelling in the interest of their constituents and the public during recess than during the sitting of Parliament. I see no reason therefore why they should be compelled to bear that expense. The cost of a first-class ticket itself is not a great matter, but when you take a Pullman and dining car, also cab hire and hotel bills, it amounts to a considerable sum. Another ground upon which I think we might fairly ask that this Bill should become law is that if members of Parliament travelled more through this wide-spread country than they do, they would be in a better position to legislate on all subjects coming before them. I venture the opinion that there are very few in this Chamber who have made trip over the Cana-