

tleman had been long enough in the Senate to have shed his party feelings pretty effectually.

Hon. Mr. BOLDUC—Can the hon. gentleman say he has shed his?

Hon. Mr. POWER—And I must say, having met him in different connections in the Senate I saw no reason to think he had not got rid of his party feelings; but the speech he has now made shows that the dye had sunk in very deeply, and that he is very considerably influenced by the sentiments he brought up from the other chamber. The hon. gentleman from Mille Iles (Hon. Mr. David), moved a resolution dealing with the existing condition of things, a resolution dealing with the business of the present hour, and a resolution that did not involve any partisan sentiment whatever. The hon. gentleman's resolution was:

That an humble address be presented to His Royal Highness the Governor General; praying that His Royal Highness shall submit to this House copies of all petitions to the Government or any member of the same, and of all correspondence and documents in connection with the discontinuation of the trains of the Transcontinental between Abitibi and Hervey Junction.

That was a perfect business-like, reasonable, and non-partisan request.

Hon. Mr. BOLDUC—What about his speech?

Hon. Mr. POWER—If this road has been built and the Government decided to take it over, then the question, whether the Government were going to run trains, or allow the rails to rust, is a practical and important question. As to the number of immigrants that may go in there, I leave that to the hon. member from Mille Iles (Hon. Mr. David) and the hon. gentleman from De Lanaudière (Hon. Mr. Casgrain). But the hon. gentleman from Lauzon (Hon. Mr. Bolduc) was not satisfied to deal with the present; he went back to the past, and undertook to discuss things that had happened in the year 1903, and after that; and among other things the hon. gentleman made an attack on the National Transcontinental Railway Commissioners. I do not mean to say that he attacked their personal characters, but he attacked them as not being qualified for the work for which they were appointed. The hon. gentleman seems to think that, instead of having a lawyer and two or three business men on the commission, it should have been com-

Hon. Mr. POWER.

posed of engineers like the hon. gentleman from De Lanaudière (Hon. Mr. Casgrain). I understand the hon. gentleman would have been satisfied if the hon. gentleman from De Lanaudière had been appointed. I do not think, to begin with, that it is necessary that a commission intended for purposes such as that commission was intended for, should be composed of engineers. On the contrary, I do not think we have ever known any important work to be transacted as to which you would not find eminent engineers differing in the most radical way from one another; what you really need is a body of business like, sensible men, who will employ engineers to give them technical advice as to what they ought to do. That was the course the Transcontinental Commissioners took, and that they were justified and wise in taking that line is proved by the following facts, which the hon. gentleman cannot deny: after the National Transcontinental Commission had been got rid of the present Government appointed a gentleman named Leonard, who was to be the whole commission in himself. He was a most eminent engineer, even more eminent than the hon. gentleman from De Lanaudière, but he had not been in office many months when it was found that he was really not doing any better than his predecessors had done. He resigned, and the Minister of Railways is at the present time the Transcontinental Railway Commissioner.

Hon. Mr. DANDURAND—And he is not an engineer.

Hon. Mr. POWER—But the complaint I desire particularly to make is this: the present Government, perhaps judging others by themselves, and by their friends, thought this great work could not have been operated for several years without corruption and malpractice occurring. They appointed a commission of inquiry who were qualified enough to do the work; and the work the commissioners were expected to do was to find that there had been corruption, ignorance, and general malpractice in the construction of the Transcontinental.

Hon. Mr. BOLDUC—And they found it?

Hon. Mr. CASGRAIN—Not one dollar.

Hon. Mr. POWER—They did not; that is just the point. That commission spent several months making inquiries, they published two or four volumes of a report, and