

in proper repair, of late years Canada and particularly that portion in which we live, has been proud of the equipment and the management of the Grand Trunk Railway. It may be true that accidents have happened too numerous to please us, but the reasons assigned, which have been stated by the hon. gentleman from Halifax, are unanswerable. If you compare it with the Massachusetts and other railways where the country is more densely populated than it is even in Ontario and Quebec, we find from the records of the United States that accidents and loss of life, unfortunate though they may be, are quite equal in those countries, if they do not exceed the accidents in the province of Ontario on the Grand Trunk Railway.

Hon. Mr. FERGUSON—If I had based the figures on the population of the country or the density of population there would have been some ground for the argument which the hon. gentleman refers to of the hon. gentleman from Halifax as being unanswerable; but as I do not have anything to say about the density of the population, and as I produced statistics showing the deaths of employees of the road, the argument was not applicable. The density of the population had nothing whatever to do with it, and it was not an opinion of my own. My hon. friend from Halifax, with his usual politeness, says I have a way of convincing myself. I have a way of convincing myself, but I go to the records for conviction. The hon. gentleman has a way of convincing himself by looking wise and saying things he does not know anything about.

Hon. Mr. KERR—The hon. gentleman from Marshfield made use of an expression about giving the land to the railway company. I think that is a misleading statement. No doubt he did not intend to convey that idea, but where the government are receiving a very large sum of money as consideration for the land—a very high sum indeed as compared with the size of the property and generally I think with regard to its value—it is an entirely misleading statement to talk about it as a gift, and it conveys an entirely wrong impression when anybody reads the remarks of the hon. gentleman.

Hon. Mr. ROSS (Halifax)—In discussing a question of this kind, I think sharp personal allusions should be avoided altogether. It is discourteous to the senators who use them, and I generally try to avoid anything like personalities. I remember the time, in 1867, when I travelled from Portland to Prescott on the Grand Trunk Railway when it was running about 12 miles an hour, when there was no accommodation, no place to sleep, and it was a pretty hard job to get to Ottawa in those days. Contrast that with the condition of the Grand Trunk Railway now, with all its modern accommodations, and I think hon. gentlemen will say that that company deserves a great deal of credit. It is scarcely fair to contrast the Grand Trunk Railway with the Canadian Pacific Railway. The Canadian Pacific Railway was built with the money of Canada, and a lot of the gentlemen in that company are multi-millionaires with the money they made out of the land that Canada squandered and gave away to them. If McKenzie's method had been adopted, the road would not have been built so soon, but the land now belonging to that company would be a rich asset for the Dominion of Canada. When McKenzie was driven out of power there were 17 sections of that road under contract, and they used to condemn the line he selected; but the company afterwards had to adopt the lines they had previously condemned. So that McKenzie, with the disadvantages under which he laboured when he commenced the building of that road, made such progress during the time that was at his command as was never made afterwards. I just rise to say that it is scarcely fair to contrast the wealth that has been given away, I was going to say squandered, to the Canadian Pacific Railway Company in comparison to the Grand Trunk Railway.

Hon. Mr. FERGUSON—Did the Grand Trunk Railway get nothing?

Hon. Mr. COMEAU, from the committee, reported the Bill without amendment.

Hon. Mr. SCOTT moved the third reading of the Bill. He said: As to the authority to sell, I may say the land was transferred to the government of Canada for the purpose of Canada, and what the