

of the Government in this House at all. The truth is, this Government which professes, or at any rate is supposed, to be in an especial way the friend of the Senate as at present constituted, is doing its best to degrade the Senate in the eyes of the public and to diminish its value as one of the branches of Parliament. I tell hon. gentlemen, without the slightest hesitation, that the conduct of the Government and of the Conservative party is paving the way for the abolition of this House. I am beginning to think now that probably that would not be a great catastrophe, but there are other gentlemen who think differently, and I cannot help feeling, and people outside, who are familiar with the state of public feeling on this question, and who are not very directly interested themselves, do feel that the prospect of the abolition of this House, or its reconstruction, is growing every day. I regret that the Senate does not resent the way in which it is treated. It seems to be taken for granted that no matter how contemptuously the Government treat us, we are bound to accept all these things and be thankful because the indignity comes from the hands of the Premier.

HON. MR. ROBITAILLE—I hardly expected to receive such a castigation at the hands of the hon. gentleman from Halifax because I laughed when he said that from the time he entered the Senate it had begun to go down and become degraded. I certainly never intended to insinuate that he was in earnest in using that expression; but he took it in a serious way, and then began to try to cast some reflection on my presence here and on the Baie de Chaleur Railway Company. I said nothing the other day when the hon. gentleman thought proper to make statements here which were absolutely incorrect and unfounded—statements which had been made in another place and which he repeated here. Under the circumstances, I think it is nothing but right to say a few words concerning this matter. We have not time to go over the whole history of that transaction; however, we can find it all in a speech that was made the other day in another place. The fact is this, that the company had been organized and subsidized by the Government and parliament. The contract was en-

tered into between the company and the Government in order to carry out the vote that had been made by parliament. The subsidy for the 100 miles of railway amounts altogether to \$620,000—that is \$6,200 per mile. Out of that it has been stated that the company are going to make huge profits—a fortune out of it for every one of its members—namely, three or four hundred thousand dollars out of this subsidy of \$620,000. I think it is not necessary to answer such figures; they speak for themselves. The dishonesty of the speeches made in another place and in this chamber is evident; they cannot have been intended in the interest of the road or of the public, but to serve the interest of a leading member in the other House who usurped the position he occupies, who has no platform of his own, and who finds himself obliged to go to the electors on a policy of slander and mud-throwing.

HON. MR. POWER—I rise to a question of order. The hon. gentleman has no right to make such references to a member of the House of Commons. The hon. gentleman spoke as though I had been representing what had been stated by another person. The fact is, at the time I spoke on the subject, I had not seen the speech made by the leader of the Opposition with respect to the railway bill which has been referred to. After I had spoken a gentleman showed me the *Globe* containing a report of the speech made by the hon. member for West Durham in another place. I may mention, as bearing on the value of the hon. gentleman's statements, that although there were two or three members in the House of Commons who were interested with the hon. gentleman from the Gulf division in that railway, none of them rose to controvert or dispute any of the statements made by the leader of the Opposition.

HON. MR. HAYTHORNE—Can the hon. gentleman who conducts the Government business in this House inform us what is the total amount granted in subsidies by this Bill?

HON. MR. PLUMB—It is about \$2,324,665; it is granted to thirty-one different railways and the average grant is about