

Hon. Mr. FERGUSON—I understood we had a ruling, and I yielded to it and dropped that matter. My hon. friend is returning to it in such a manner as to call for a reply. He raises the point that I have gone beyond my rights as a member of parliament. If the House is prepared to permit it I shall be ready to reply. I did not give this as an opinion of my own; I gave the statistics furnished by the Grand Trunk Railway Company.

Hon. Mr. POWER—The hon. gentleman has made a statement which is calculated, if believed by the public, to seriously damage one of the most important institutions in Canada, and I have a right as a friend of the institution--no particular friend, I wish it understood--to protest against a wrong impression going abroad. I do not think it is fair that the hon. gentleman should use his position as a member of the Senate in the way he has done. What is the fact? The hon. gentleman takes the mileage of the Grand Trunk Railway and Canadian Pacific Railway and works out a sum in proportion

Hon. Mr. FERGUSON—I wish to correct my hon. friend; I did not do that. I took the proportionate number of employees, not the proportion of mileage.

Hon. Mr. POWER—The fact is this, that the Grand Trunk Railway Company's lines are in the most thickly peopled portions of Canada. The lines of the Canadian Pacific Railway run across the prairies to British Columbia and down through the State of Maine and into New Brunswick. And you cannot compare lines of that kind. You have to take these circumstances into consideration, and the Grand Trunk Railway are the first company to double track a line in Canada. They have double tracked the whole line from Montreal to Toronto.

Hon. Mr. COFFEE—To Chicago.

Hon. Mr. POWER—And the line between Montreal and Toronto has been accepted, as I understand, after due examination, as the standard for the Transcontinental Railway; and even supposing the hon. gentleman conscientiously believed, or

Hon. Mr. POWER.

had persuaded himself, because the hon. gentleman seems to have a remarkable capacity for persuading himself that anything he wishes to be true is true, if he had persuaded himself it is true, I do not think it is right or proper the Senate should be made the medium of damaging one company and helping along another.

Hon. Sir MACKENZIE BOWELL—I should like the committee to understand, so far as I am concerned, I do not object to the course being pursued as against the erection of the hotel. The only objection I had was to the alienation of a portion of the park, which I think ought to be left exclusively as a park. I differ entirely from those who take the view that large railway corporations should not build hotels. I think in the case of the Canadian Pacific Railway, it has proved a profit to the company, and had the Grand Trunk Railway followed a similar course in times past, I believe it would have been to their advantage also. I remember very well when the attempt was made to build a hotel on the Intercolonial Railway, that great objection was taken to it. I think it is one of the mistakes of the management of the Intercolonial Railway that for years and years past they did not erect good, commodious hotels at the different seaports and sea resorts, where thousands of people would have resorted, and the railway would have reaped a benefit in the way of passenger traffic and freight, and the hotels would, I have no doubt, have proved a success. I do not wish it to be understood that in objecting as I did to the policy of the government that it was on account of the construction of a hotel by the railway. There are plenty of other places on the other side of the canal that could have been utilized for the same purpose. Nor do I join in their condemnation of the Grand Trunk Railway. I have been travelling on that railway ever since it was built, and I question very much, taking the extent of the Grand Trunk Railway and considering the amount of capital that has been invested in it, if there is a better railway on the continent, and at present, although there may have been mistakes in the past and they have arisen in all probability from want of sufficient funds to put the road