

and doing it usefully and well; but I take the sworn statistics furnished by their own officers.

Hon. Mr. FROST—The statistics of the Grand Trunk Railway show that it is a first-class and as well equipped road as there is on the continent of America.

Hon. Mr. FERGUSON—I always welcome the hon. gentleman's interruptions.

Hon. Mr. FROST—I do not want to interrupt, but I want to see the hon. gentleman right.

Hon. Mr. FERGUSON—The hon. gentleman refers me to the statistics of the Grand Trunk Railway itself. The statistics to which I have been referring are the sworn statistics of the Grand Trunk Railway officers themselves, that are sent to the government, and these statistics tell the story. We can draw only one conclusion from them, and it is this; that in the matter of equipment and life saving apparatus and arrangements, they are not as well advanced as they ought to be. Otherwise, there would not be this great discrepancy between the number of lives lost and persons injured on that system as compared with others.

Hon. Mr. COX—Is the hon. gentleman speaking of the statistics of one year, or statistics spread over a number of years?

Hon. Mr. FERGUSON—I am speaking of a number of years; I have the tables in my possession showing the comparison for three years.

The CHAIRMAN—I have to call the hon. gentleman's attention to the fact that that question does not come up properly in the discussion of this Bill.

Hon. Mr. FERGUSON—On the question of the Grand Trunk Railway undertaking to build a hotel, I think the whole question comes up.

Hon. Mr. FROST—What has that to do with the building of a first class hotel in Ottawa?

Hon. Mr. FERGUSON—It has this to do; we are giving a site to the Grand Trunk

Railway and they are about to build a hotel when, in my judgment, other things should be attended to first. I am disposed, however, to drop this point if the chairman says so.

Hon. Mr. DOMVILLE—As the hon. gentleman is chasing all around creation to get a hack at the Grand Trunk Railway and the government, would I be in order following him in a light strain to show up Prince Edward Island and the narrow views taken by the people of that province? Would I be in order to discuss that in connection with the Grand Trunk Railway hotel?

Hon. Mr. FERGUSON—I think this is just the time and place to refer to the question I have brought up. It is a very important matter. I join in the protest made by others on this question. It is nothing short of an act of vandalism to take the front of Major's Hill Park and devote it to the purposes of a hotel. That is wrong in the first instance, and even if the city of Ottawa has been carried away by the prospect of a million dollars being expended here, the parliament of Canada should take a higher ground. I pushed the argument a little further and ventured to show that the Grand Trunk Railway had other things more important for them to do than to build a hotel. However, as the feeling of the committee is that I have gone far enough on that, I have no desire to go further with my observations.

Hon. Mr. POWER—I do not think the hon. gentleman from Marshfield went too far, although I think he was going quite far enough, when he expressed the opinion that the company had better spend money in improving their lines than building a hotel. That, of course, would be just the opinion of the hon. gentleman set up against the opinion of the directors of the Grand Trunk Railway Company; but when he takes advantage of his position in parliament to make a statement such as he did with respect to the risk of human life on the Grand Trunk Railway as compared with another railway, I think he is going much further than his parliamentary privilege should allow him to go.