

dressing. I remember very well his last speech in this House, spoken from the last row on the opposite side of the Chamber, in which he discussed with clearness and foresight some of the propositions which will probably be submitted to us before the close of the session. I remember, too, how faithfully he advocated certain measures of legislation with regard to the shipping interests of the Dominion of Canada—great interests indeed—which he seemed to fully comprehend, and which he was most anxious the House should agree to. In every respect, and in every department of service in which he engaged, and in all his associations with hon. gentlemen in this House, Senator Campbell presented the characteristics of a gentleman and presented also qualities of industry and application to the public service which we might well imitate. I agree with my hon. friend that the suddenness of his departure adds to the intensity of the loss, shall I say rather to the intense feelings with which we regard that loss, and while he was speaking I thought of a verse, that seemed to have been in my memory many years, by a distinguished British poet, wherein he says:

Leaves have their time to fall
And flowers to wither at the north winds
breath,
And stars to fade, but all—
Thou hast all seasons for thine own,
O Death.

Plucked from the midst of his public duties and from the society of his friends, he has left us. We can only mourn his departure and express, as best we can and in words far too feeble for our feelings, the sympathy of his friends. I heartily concur in this expression of appreciation of the good qualities and kindness of our departed colleague.

The Senate adjourned until three o'clock to-morrow.

THE SENATE.

THURSDAY, January 16, 1913.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

Hon. Sir GEORGE ROSS.

BILL INTRODUCED.

Bill (E) An Act to incorporate the Canadian Phoenix Insurance Company.—Hon. Mr. Taylor.

MILEAGE OF THE CANADIAN PACIFIC RAILWAY, CANADIAN NORTHERN RAILWAY, AND NATIONAL TRANS-CONTINENTAL RAILWAY.

INQUIRY.

Hon. Mr. CASGRAIN inquired:

1. What is the mileage by the Canadian Pacific railway between Winnipeg and Quebec?
2. Same by the Canadian Northern railway?
3. Same by the National Transcontinental railway?
4. What advantage, if any, has the National Transcontinental railway over the Canadian Pacific railway?
5. Same over the Canadian Northern railway?
6. What is the total adverse grade between Winnipeg and Quebec on the Canadian Pacific railway?
7. Same on the Canadian Northern railway?
8. Same on the National Transcontinental railway?
9. What is the advantage of the National Transcontinental over both roads?
10. What is the total curvature on the Canadian Pacific railway, between the same points?
11. Same on the Canadian Northern railway?
12. Same on the National Transcontinental railway?
13. What advantage has the National Transcontinental railway over both roads?

Hon. Mr. LOUGHEED—The answer to the first question is, 1,587 miles. The answer to the second question is, 1,640 miles. And the answer to the third question is, 1,351 miles.

Hon. Mr. CASGRAIN—I might just call the attention of the House to the fact that when I made a speech ten years ago I stated that the mileage by the National Transcontinental railway between Winnipeg and Quebec would be 1,350 miles.

Hon. Mr. LOUGHEED—My hon. friend was not quite correct in that statement.

Hon. Mr. CASGRAIN—The 'Hansard' will prove it.

Hon. Mr. LOUGHEED—The answer to the fourth question, what advantage if any has the National Transcontinental railway