

statements being made that timber limits are given to favorites, and that persons opposed to the Government have no opportunities of purchasing. I trust this return will be brought down before the close of the Session.

Sir HECTOR LANGEVIN. I think it would have been fairer for the hon. gentleman to have waited until the information was brought down, and not have prejudged the case as he has done. The hon. gentleman has read extracts from newspapers and letters, and wants to prejudice public opinion, before allowing the Government to show how things are and produce all the papers. This is not fair. The hon. gentleman also selects a certain period by which he wants us to be limited, but the hon. gentleman should have asked for more than that. He should have asked for a statement of all the permits that have been granted in that Territory, and licenses, from the beginning until to-day. Let us have the whole statement and see how the case stands, not only under this Government, but under all previous Governments. Let us see whether the policy of this Government has been deficient from that of previous years, whether we have done a thing that is considered wrong, and whether the same thing done under a previous Government is to be considered right. Therefore I would ask that the hon. gentleman will consent—if not, I will propose an amendment—that there be no fixed date for the beginning, but that all the permits and licenses granted in the Territory down to to-day be brought down in a return. That will be a fair thing to all parties.

Mr. McCRAVEY. I have no objection at all to the hon. gentleman's suggestion, nor have I any desire to prejudge this case. All I want is to know the truth.

Mr. HESSON. The hon. gentleman should lay that letter on the Table of the House, and say who is the author of it. He has made from it the statement that timber limits have been sold by the Government at \$5 per square mile, and resold at \$2,000 per square mile. The hon. gentleman was not as fair as he might have been, for he did not tell the House the whole facts of the case. The hon. gentleman knows well that one of the conditions on which timber limits are sold, is, that the purchaser shall erect a mill on those limits with a capacity of sawing 25,000 feet of lumber per day, keep that mill running for six months in a year, and pay dues at the rate of 5 per cent. on all timber cut. The hon. gentleman did not state those facts which he must have known before he brought this matter before the House. The hon. gentleman reads to us items of newspapers and extracts from a letter, but I would like to see the hon. gentleman lay that letter on the Table of the House. If he claims it is a private letter, he should not have read it here, and in referring to the case at all he should have stated the whole case, and not have been careful to omit mentioning the conditions upon which licenses are obtained. I hope the hon. gentleman will lay that letter on the Table of the House.

Motion, as amended, agreed to.

RODERICK McLENNAN'S CLAIM.

Mr. BLAKE, in moving for copies of all correspondence, papers and Departmental action, with reference to the claim of Roderick McLennan, to section 31, township 21, range 27 west, North-West Territory, said: I make this motion having received a letter from Roderick McLennan saying that he came to that section of the country in March, 1882, with his brothers; that he settled on this section and improved it, at a time when these lands had been on the market a few days and were being sold to *bona fide* settlers for \$1.25 per acre. It was this that induced him to settle on the section, but the sections were withdrawn before he was able to go to the office to secure the one he settled on.

Mr. McCRAVEY.

Sir HECTOR LANGEVIN. There can be no objection to the motion. I have no doubt the hon. gentleman, when the papers come down, will see that the Government, if they have not already done justice to the settler, is in the course of doing so. We will bring down the papers as soon as possible.

Motion agreed to.

CANADIAN PACIFIC RAILWAY COMPANY.

Mr. BLAKE, in moving for a copy of the contract made by the Canadian Pacific Railway Company with a Construction Company called "The North American Contracting Company," or by some similar name, for the construction of the railway; a copy of the instrument of incorporation or association of the said Construction Company; and a statement of the names of the shareholders or associates thereof, said: Under the General Railway Act, as amended during the Session the Pacific Railway contract was passed, provision was made for receiving the terms of contracts made by railway companies for construction. Since that time addresses were passed for contracts made by the Canadian Pacific Railway for construction, but none have yet been brought down either in answer to these addresses or as part of the railway returns, although the railway returns require they should be brought down. In the returns which have been brought down up to the 30th June last, that portion which refer to contracts for construction is marked "Contracts to follow," indicating that it is intended at some subsequent term to bring them down. At the time the contract was made, suggestions were made that a contract might possibly be made with the Construction Company, on the same basis, and operating with similar results, as took place with some of the other Pacific Railway companies with whose history we are more or less familiar. For some time past rumors have been appearing in the papers that arrangements had been made in connection with a large emission of capital for the formation of a great Construction Company, which was to build the railway upon terms of receiving a portion of its stock. Amongst other things, rumors have so far taken shape as that lately there has appeared in the public press a direct statement that the negotiations which have been going on for some time are now concluded, and that a company, composed, I think, of strong Montreal capitalists, had been formed which had taken the contract for the whole of the remainder of the Company's line, and that Langdon, Shepherd & Co., who have been building that portion which has been constructed in the western part of the prairie, would take contracts with this new Construction Company. It is, of course, as I have pointed out on the occasion of former motions which have been made to this House, on this subject, of high consequence to us as the subsidizers of the Canadian Pacific Railway, and as having stipulated that we should limit our right to control the tolls by a limitation of 10 per cent. interest on the capital expenditure—it is, I say, of high interest, to know what contracts these are that are being made. I have already pointed out during this Session that the emission of capital which has taken place, or has been attempted, at the rate of sixty, was the creation of a share capital of ninety or one hundred million dollars, of which sixty or fifty-four million dollars alone was to be received, and that we ran the danger of being asked subsequently to permit dividends to be obtained upon ninety or one hundred millions, of which fifty-four or sixty millions, as the case may be, was for cash only. It is, therefore, important that we should obtain at an early period a copy of this contract. I, therefore, move for a copy of the contract made by the Canadian Pacific Railway Company with a Construction Company called "The North American Contracting Company," or by some similar name, for the construction of the railway; a