

had been induced to give notice of this motion because the papers on this subject brought down had not been of a very complete and satisfactory character. Proceeding by address was not so convenient, or effective as by committee. He found to day in reply to the address already moved for that it was impossible to get information as to the powers of attorney for signing the agreement in behalf of certain parties to the agreement, and signatures of the stockholders. He found by this return brought down by the Secretary of State that the *pro tem.* Secretary of the company, replied he would place the resolution of the Senate before the directors of the company at their next meeting, and ask them for the papers demanded. This certainly was a very extraordinary way of replying to a demand of the Canadian Parliament. He fancied that if a committee were appointed on the terms he proposed, with power to bring that officer before them, they would soon obtain the information desired. But the Government themselves ought to Act. The matter was most important, as the signatures related to an agreement for the construction of the Pacific Railway involving an outlay on behalf of the people of this country, of thirty millions of dollars and a grant of fifty million acres of the best land in our North West, that the Government ought to have seen to it that those subscriptions were not of the character which might be denominated sham subscriptions; but of a *bona fide* nature. What did we find in connection with this agreement? The admission of the Postmaster General himself, that the Minister of Justice had no written authority to subscribe this document on behalf of the parties for whom he signed it.

Hon. Mr. CAMPBELL.—I did not say that; but that he had no power of attorney. He had authority of another kind.

Hon. Mr. CHRISTIE said he stood corrected. But the Premier had no power of attorney, so that his statement was substantially correct. He (Mr. Christie), fancied a subscription of that kind could scarcely be a valid one. It did strike one as somewhat surprising, that the Minister of Justice specially designated as he was by the Committee of the Privy Council of the Dominion, to conduct the negotiations in this matter, to draw up the agreement and who afterwards made his report to the Privy Council, that that agreement, had been duly executed, that he should have acted in the capacity of a Minister of the Crown, specially delegated

to draw up and sign these documents, and that he should at the same time have subscribed them as one of the parties of the second part. That might be a position legally correct but it did seem *unique* in its singularity, that the Minister of Justice should have acted in this double capacity. To say the least it was not in good taste. This was a proper subject of enquiry as it was all important to all the Provinces as well as Ontario and Quebec. Committees had been granted for matters of less moment, and with results of very great importance. The Committee on the Intercolonial Railway had elicited a mass of valuable information not attainable by the ordinary mode of an address. There was a great deal of valuable information which could not ever be reached by an address, but which may be got by a Committee. Some objected that as one had been appointed by the Commons to investigate this whole matter, a Senate Committee was unnecessary. He differed from that view, because in first place the Senate was an independent branch having its own rights and privileges to guard, and the object of this Committee was not to investigate distinct specific charges against Government, but enquire generally into what was really on the face of it, a very extraordinary course of conduct on the part of the Government involving matters which he would show called for a committee of investigation. With regard to the remarks affecting the motives and course of Senator Macpherson, it was admitted that he was offered a share in the contract for the construction of the Pacific Railway, and which it was to be presumed, would, as respects personal interests, have been quite satisfactory to him. He did not desire to control the whole undertaking, but he objected to amalgamating with what was called the Allan Company, because he honestly believed it would be under the control and auspices of American proprietors. Thus, as he was offered a share; and was backed up by the executive committee and whole board of directors of the Inter-oceanic Company, (Hon. Mr. Macpherson—Hear, hear.) he was not fairly open to the charge of selfishness or personal motives in his present course. But whether or not, that was totally irrelevant and immaterial to the issue then before the Senate. A Government strong in the consciousness of right on their side would not have disposed of the question in the summary manner adopted by the Postmaster General the other night. In the plenitude of his power, in a fashion wholly arbitrary, he came down on that occasion, saying in effect, *sic*