

dered. The Government declined; they said: We are determined to keep the security just as it was—not to modify it even by saying that we ask Parliament to give us power to surrender it at the time we are satisfied that it is no longer required; but we will keep it just as it was, without change or alteration. That was the position in which they invited us to modify, once or twice, the arrangements with the Canadian Pacific Railway. This has remained undisposed of; it was one of those things which was to be disposed of, I suppose, as soon as the Canadian Pacific Railway wished—at a more convenient season. It was to be taken by degrees—one thing at one Session, another at another Session, and the third at the next Session after that. They thought that was the best way—that the people could be induced to take by degrees a proposition which, taken altogether, would be of a startling character. Now, I heartily agree with that part of the remarks of the hon. member for Huron in which he spoke of the utter absence of information as to the working of the road, the character of the road and the prospects of the road. We should have reports on these subjects. Last Session, before calling for a statement of the grades and curves on the Canadian Pacific Railway, I found that the table which is customarily made in all railway enterprises of this description had not been made, but I got a considerable amount of information from the Minister of Railways, and certain plans and profiles from which, with considerable difficulty and the use of experts to assist, I obtained a certain amount of information as to the grades and curves on certain portions of the line. Later on, I enquired whether the Government had obtained—as they ought to have obtained, as was obtained before the final location of that portion of the route selected by my hon. friend for East York (Mr. Mackenzie) through the mountains, as are published in our blue books—the tables of grades and curvatures. I asked whether they had obtained it. Mark you, the location of my hon. friend was established on such principles that he brought down to Parliament contemporaneously with the location of which he asked approval—he brought down the evidence, in the form of these tables of grades and curves, showing the character of the road. But after the hon. gentleman had approved the thing, after the work had to a large extent been completed—to the extent, at any rate, of the rails being laid in great part and the location fixed throughout—the Government had not up to that time got before them the tables of grades and curves which would give them that information. The hon. gentleman said they were in course of preparation, and now to-day we are told that connection has been made, that the road is to be opened in a few days, and the Government has not yet thought fit to bring down to us the tables of grades and curves which would show the condition of things with reference to the Canadian Pacific Railway. Now, Mr. Chairman, I made a statement last Session with reference to the results of an imperfect examination, of the imperfect information which was given to me. That statement was not challenged in this House, but a considerable time afterwards, when the measure came before the other branch of the Legislature, it was challenged to a certain extent, and obviously on information supplied by the Canadian Pacific Railway Company, in another place by the leader of the other branch of the Legislature, on behalf of the Government, and different views were expressed from those which I had stated. But I say the information which will enable us to see how far either of us was correct, and which will enable us to do what is far more important in a question of this kind—to see what really the standard of this road is, particularly through the mountains, and over the north shore of Lake Superior—the common customary arrangements, the arrangements you will find with reference to any of the principal lines and many

of the inferior lines given to the public—is not yet communicated to the people of the country, and that in the case of a road on which we had certain stipulations as to the character of that road. Now, there is nothing which will do more to remove the false impressions—if they be false impressions—which have been created with reference to the character of the grades and curves on the Canadian Pacific Railway, than just the plain production of the table of grades and curves as they are on the road. Yet, in the absence of the information and the other information referred to by the hon. member for South Huron, we are asked to pass this measure, which, if we do pass it, means practically that Parliament assents to this security being released before next Session.

Sir JOHN A. MACDONALD. I do not think even the hon. gentleman who has just taken his seat believes that the road is not going to be run for ten years, or for many years. We can all remember that at the time this precautionary measure was taken of preserving the security, it was considered very doubtful after its completion that it should be put in operation after it was finished. That doubt was felt very generally, and it was said especially, even after the completion of the road to the north of Lake Superior, that it would never be run—that the traffic would not pay the grease on the wheels of the locomotives. That feeling has all disappeared. Everybody knows that the road is practically finished, and will be in operation during the course of this month or next, from sea to sea, running as a completed road. No one can suppose for any moment that, under the present circumstances, that road will not be run. Such a thing as the abandonment of the road, or any portion of it, and the forfeiture of their charter, any such an abandonment is out of the question. There are \$65,000,000 of stock held, both in Europe and America; there is \$35,000,000 of bonds, making \$100,000,000 of money held by capitalists in both hemispheres who would run the risk of losing all their investment, if there was a failure of the contract made between the Dominion of Canada and the Canadian Pacific Railway Company. So that it is certainly not for any useful purpose that these five millions are reserved and locked up; and, therefore, being of no value, there being no possibility really of the road being abandoned or stopped, or not put into operation and kept in operation for ten years, then why keep this reservation, which is not needed as security for the people of Canada, while it is important to the company that this \$5,000,000 should be released? While the company have performed their contract in their wonderful way and in an unprecedentedly short period, we know that a road of that description must require continual addition to its capital for very many years. The hon. gentleman says that my hon. friend, in speaking of this resolution, has stated that it is advisable to avoid further discussions on the Canadian Pacific Railway in this House, and that that proposition plainly means that the \$5,000,000 will be given up before another Session. Well, Mr. Speaker, I may say for one that I hope it will be so. I hope the company will immediately give such satisfactory proof to the Government of Canada that the road is finished, that they will feel themselves justified in giving up these \$5,000,000. The power certainly is conferred upon the Government; but the Government in all circumstances must *ex necessitate* as an executive having the confidence of Parliament, decide when the company have faithfully performed their contract; therefore, if they must have that power *ex necessitate*, there can be no objection to their having the further power of saying when and for what it is desirable that this security of \$5,000,000 should be given up. And why, it will be asked, do the company desire to get the control of this \$5,000,000? Because they want further capital immediately. They require it for the development of the road, for the increase of their rolling stock, for the