

limited to \$10,000,000. by order-in-Council, which the Government had no right to do, because the statute contained no words of limitation; as pointed out by Sir Wilfrid Laurier in 1918, Hansard p.2017. This is an instance of the old habit of the Government in passing Orders-in-Councils without authority.

The award was rendered in June of 1918 ^{the} and amount fixed was somewhere about \$10,000,000.

The result was that, by 1918, the Canadian Government, having acquired the stock of the Canadian Northern Railway were the owners and masters of the railway and of its entire administration.

In 1918, shortly before the award above mentioned was rendered, Sir Robert Borden, then Prime Minister, made a statement as to the contemplated policy of the Government. He then made this pronouncement (page 1999 Hansard 1918)

" We shall use every means available to the Government in order that anything like political influence, political patronage or political interference -I am using the word political in its narrower sense- shall be absolutely eliminated from the administration of that road?"

But curiously enough, shortly before in his speech he had said that the management of the Canadian Northern which had become Government-owned, would remain undisturbed until after the arbitral award was rendered. Sir Wilfrid Laurier, who followed him in the debate, felt himself bound to remark in this connection: (1918 Hansard, p.2015)

"The Prime Minister, in speaking of the re-organization, spoke upon a subject which everybody has in mind, that is to say, that we should keep that enterprise free from political patronage.... If political patronage is to be eliminated from railway administration in Canada -and my Right Honourable friend

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