

friend from North Victoria thought bore upon the question, he has stated that no doubt exists as to the entire legality of the amalgamation; that there was perfect statutory power on the part of the Great Western and Grand Trunk Railways to amalgamate; that the amalgamation has taken place under that power, and that the Act to which the hon. member for North Victoria referred does not at all affect the previous legislation, as that Act has reference to traffic arrangements and running powers, but not to the question of amalgamation. I may say while I am on my feet that my hon. friend from Northumberland (Mr. Mitchell) pressed also the importance of having it provided more specifically in this Act that the first expenditure under this Act should be for the purpose that we all have in view, that of laying a double track between Toronto and Montreal. I have accordingly asked the Minister of Justice to prepare an amendment, which I propose to move when we go into Committee, and which provides specifically for the first application of the funds to that work. My hon. friend, the leader of the Opposition, also drew my attention to a pledge which I had given to the House a year ago, when I introduced the Act amending the Consolidated Railways Act, touching the power of railway companies to deal in the stocks, bonds, and securities of other railway companies in Canada. Certain companies, such as the Grand Trunk Railway Company, were exempt from the operation of the law as we introduced it, because we made an exception in the case of those companies which had specific legislative powers enabling them to act in that manner; and my hon. friend drew my attention to the fact that I had suggested that we would regard that discussion as giving a year's notice, and that this year we would introduce an amendment in the Act to make it apply to all railways. I may say that I remember distinctly having given that pledge to the House, and in conformity with it the Government will introduce an amendment to the Consolidated Railway Act to apply it to the Grand Trunk Railway as well as others.

**Mr. MACKENZIE.** And other railway companies incorporated during this Session?

**Sir CHARLES TUPPER.** The Act of last Session will cover all the companies of this Session.

**Mr. BLAKE.** An Act passed this Session, has expressly given the power.

**Sir CHARLES TUPPER.** Only in the way the Committee decided the power should be given.

**Mr. BLAKE.** And that is by specifically naming the lines that may be amalgamated.

**Mr. MITCHELL.** It affords me great pleasure to find that the Government has decided upon those two very important points. With regard to the first, the power of amalgamation, I do not intend to offer an opinion. It is true, some of the most important lawyers of the House and the hon. Minister of Justice have expressed an opinion adverse to that, but I shall not take up the time of the House in discussing it. It affords me much satisfaction to know that this discussion, which has been raised in the Committee of Railways, and subsequently continued in this House, has had the result of bringing about this security demanded by the country, that the money to be raised on the amalgamated stocks for the purpose of doubling the track will be applied to that purpose. I do think it would be more satisfactory if that Bill was included in this one, but I am not disposed to suggest to the Government the action they should take to protect the public interest, as they seem to think this is the best way. I accept the conclusion with great satisfaction, knowing that if this agitation has been created, it has led to results profitable to the country. One word more in reference to the fact stated by the hon. member for Halifax (Mr. Stairs),

**Sir CHARLES TUPPER.**

the other day. He impugned my figures. I am prepared to justify the figures I stated. I will not raise the discussion now, but I will be prepared to defend my figures whenever an opportunity for a discussion comes up, which opportunity may occur, if the hon. gentleman who impugns my figures, desires, on the third reading of the Bill.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

On section 5,

**Sir CHARLES TUPPER.** I propose to ask the Committee to amend that clause by adding the following words:—

"After 'rails,' in the 35th line, the words: 'first upon the portion of the line between Montreal and Toronto and then;' after the words, in the 38th line, 'purchase of,' the words 'the necessary;' and after, in the 39th line, the words 'rolling stock and,' the words 'lastly to the.'

The clause as amended, will read as follows:—

"And the remainder of the said consolidated debenture stock by this Act authorized to be created and issued, and any sums remaining out of the sums mentioned in the preceding paragraphs (a and b) after the said existing charges and debenture stock mentioned therein have been purchased or exchanged for consolidated debenture stock, shall be applied to the putting down of a double track, or second line of rails, first upon the portion of the line between Montreal and Toronto, and then upon such portions of the company's railways as the Directors may, from time to time, determine, with all necessary works, machinery and appliances connected therewith, and also to the purchase of the necessary additional rolling stock; and lastly, to the other general purposes of the Company; and the Company shall render to the Government statements of the application of the proceeds of the additional debenture stock by this Act authorized."

Amendment agreed to.

On section 19,

**Mr. PATTERSON (Essex),** moved to add the following words:—

"And nothing in this Act contained shall be construed to confirm or make valid any agreement, fusion, amalgamation, or consolidation heretofore made between the said The Grand Trunk Railway Company of Canada, and the said Great Western Railway Company, except in so far as the same shall have been heretofore authorized by law; nor shall anything herein contained affect any suits now pending."

**Sir CHARLES TUPPER.** I hope my hon. friend will not press that motion. It has not been considered in Committee.

Amendment negatived, and, Bill as amended, reported, and read the third time.

**Mr. CURRAN** moved that the Bill do pass.

**Mr. PATTERSON (Essex).** I wish to move the amendment to the third reading of this Bill, of which I have given notice.

**Mr. SPEAKER.** The Bill has been read the third time. I waited some time for the hon. gentleman.

**Mr. PATTERSON.** I want to have an opportunity to move this amendment.

**Mr. SPEAKER.** The third reading is passed. I leave it to the House whether I did not wait for some time.

**Mr. PATTERSON.** I appeal to you to give me an opportunity.

**Mr. SPEAKER.** The motion is that the Bill do pass.

**Mr. PATTERSON.** I move in amendment that the Bill do not now pass, but that it be—

**Mr. SPEAKER.** An amendment cannot be moved to this motion. I am afraid you will have to get it in the Senate.

**Mr. BLAKE.** I would suggest to the hon. First Minister that he ought to send the hon. member for Essex up to the Senate with the Bill.

Bill passed.