

for the hackmen on their stands on the streets, where they stand probably two-thirds of their time.

"Yours truly,
"COLLINGWOOD SCHREIBER."

Now, I do not think that was a courteous or a proper answer to send to the chief magistrate of the city of St. John, and a feeling of indignation was aroused as to the manner in which the hackmen were treated. At a meeting which was held shortly after the publication of this letter, held in connection with the Short Line, a resolution was passed, moved by Conservatives, and unanimously adopted, condemning the action of Mr. Schreiber in this matter. I give this instance to show the injustice done to the hackmen of St. John, and also to show the manner in which matters are administered, and the dissatisfaction which exists among the people. This shows that the manner in which the road is conducted is not only detrimental to the interests of the people, but to the interest of the road itself, and it shows that the road cannot be carried on as efficiently as it could be if the headquarters were at Moncton, or at some other place more convenient than Ottawa, which is at a great distance, even from the extreme western end of the line. I pointed out the mode in which freight from Moncton is in some way or other driven into other channels. This matter becomes still more important from the fact that with the opening of summer there will be two other roads in competition with the Intercolonial Railway. First, there is the road from Rivière du Loup through Temiscouata to Edmundston, and thence through the counties of New Brunswick, until it unites with the New Brunswick Railway. By that road a person leaving Rivière du Loup can reach St. John at the same time that he would arrive at Campbellton by the Intercolonial Railway. Then we have the Short Line, so you will see how important it is that rigid inquiry should be made into the management of the road, and that a more rigid economy should be practiced than has hitherto prevailed. Now, a word in regard to the stores. Of course, I am not a railway man, and I cannot understand all these things as well as a railway man, but it seems to me that there is an enormous amount of stores on hand this year, I see about half-a million dollars worth; last year, nearly \$700,000 of stock in stores. It seems to me now, with the facilities we have for replenishing stores, that the keeping of such a large stock on hand opens the door to temptation to make away with them, or to waste them, although I do not say that such has been done. In the Lower Provinces we all feel an interest in this road, and a feeling of general dissatisfaction prevails regarding its management in all these particulars.

Committee rose, and it being Six o'clock, the Speaker left the Chair.

After Recess.

GREAT NORTH WESTERN RAILWAY.

Mr. DAVIS moved the consideration of amendments made by the Senate to Bill (No. 49) respecting the Alberta and Athabasca Railway Company, and to change the name of the Company to "The Great North-Western Railway Company." He said: The amendment made in the Senate is the insertion of the word "Alberta" after the words "Great North-Western."

Mr. COLBY. I beg to move:

That the said amendment be amended by leaving out Alberta after "North-West" and inserting "of Canada" after "Company" on line ten of the Bill, and in the title in line three of the same.

When this Bill was before the Senate Committee it was thought that the name too nearly resembled that of another railway company, the Great North-Western Central, and Mr. WELDON (St. John).

without there being an opportunity of consulting with the promoters of the Bill at the moment, the word Alberta inserted. I subsequently received a cable from the promoters in London expressing a preference to the title I propose, and I submitted that to the gentleman who made the objection in the Senate, so there can be no objection to it I presume.

Amendment agreed to, and amendments concurred in.

CANADIAN PACIFIC RAILWAY.

House resolved itself into Committee on Bill (No. 68) respecting the Canadian Pacific Railway Company.—(Mr. Kirkpatrick.)

(In the Committee.)

Mr. EDGAR. I gave notice of an amendment the other day to be moved in Committee on this Bill, but after looking into the matter as carefully as I could, I have come to the conclusion that it is not necessary to move that amendment. However, there are some general considerations in connection with this Bill which I should like to bring before the Committee, not that I propose to move any amendment to it. From the enormous sums involved and from the great interest which the Dominion possesses in this undertaking, I think time will not be lost if I spend a few moments in directing the attention of the House to what seem to be the general considerations underlying this legislation. The company has not only been largely subsidised by the Dominion, but to-day its stock to the extent of \$65,000,000 is guaranteed as to 3 per cent. interest by the Dominion, or rather interest for the next four years is to be paid upon that amount by the Dominion; and under the legislation of last Session interest at 3½ per cent. on \$15,000,000 more of the securities of the company has been guaranteed by the Dominion. In fact, the prosperity of this railway is a matter of the most vital importance to Canada; the fortunes of the Dominion are largely bound up to-day with that of the Canadian Pacific Railway, and, as an American writer not long ago described it, it may be said to be a "Dominion on wheels." What is the effect of the legislation proposed? Only last Session the House was asked to concur in a proposal, and it did concur in a proposal, to guarantee interest at three and a-half per cent. per annum on \$15,000,000 of the bonds of the company. That involved a charge of \$525,000 a year upon the country, if the railway company did not meet the interest on those bonds. In explaining the position of the country with respect to the securities upon the railway, Sir Charles Tupper, who had charge of this Bill on behalf of the Government, in reply to some observations from this side of the House, explained the position in these words:

"Does not the hon. gentleman know that we come next to the first mortgage, that the company cannot put a dollar of additional security on the Canadian Pacific Railway, and that only \$35,000,000 for all this enormous work and this immense property is the entire amount that stands in front of the Government?"

Well, I suppose he was accurate last year. But when this Bill becomes law, the position of the Government will be widely different from that position, because the Government will stand behind about \$120,000,000 of securities by the changes that are proposed to be made in this Bill, and it is just as well that the House should understand the position which we would then occupy. I will show the Committee how I make that out. The Canadian Pacific Railway have first mortgage bonds issued to the extent of \$35,000,000, which Sir Charles Tupper referred to, upon the main line and branches, in fact upon the Canadian Pacific Railway itself. They have in one shape or another, as is shown by the schedule attached to this Bill, securities, bonds, stocks, &c., upon leased lines, to the extent of \$52,000,000 more, which they propose to pay off at the same time that