

these matters be enquired into by the committee? The price put upon the lands would check immigration, and would give the Northern Pacific Company's lands an advantage over ours. Then, again, the trustees under the charter had been reduced to the character of mere clerks who could be dismissed without notice by the directors. It was true the Government had the power of re-appointing one trustee, but the directors might dismiss him again next day. Then the charter provided that the Trustees should be subject to the order of the directors. Was that a proper tribunal to settle disputes between the Government and the company? All these were matters which it would be proper for a committee to enquire into. Again, there was nothing mentioned in the articles of agreement with the company that they should work the railway after it was built. There was another point which had not yet been referred to, and that was that the Government had not reserved the right to acquire the road. He held it was imprudent to omit that provision. In all railway charters granted by the Canadian Legislature, when public aid was given, this right had been reserved to the Government, on payment to the shareholders of the cost of the road, with interest. Another departure from the Act was the exclusion of members of Parliament from the company. This, he said, was a mistake, and the result would be that the members of Parliament would devise means to connect themselves with the undertaking if they saw fit. It was very much better to have them in the company openly and under direct responsibility than to have them there unseen and irresponsible. It was true the Opposition in another place had moved a resolution to exclude members of Parliament, but, it was rejected by a large majority, and he did not know why the Government had subsequently acted upon that motion, but if the members of Parliament were to be excluded there should be means of satisfying the country that they were really not connected with the undertaking. He had no doubt this motion would be voted down if it were pressed, and it was to be deplored that this House should appear to take so little interest in this great undertaking, involving the future prosperity and welfare of this country. He thought it would be far better if this House should act as a check and not as a cloak to the Government. If this House continued to act in this way it would not be for the good of the country nor the good

of the Government nor for the credit of the Senate. At this late hour he would not detain the House longer. He had intended to have said something more with reference to the remarks directed against himself personally, but probably he had already said enough upon that point.

Hon. Mr. McLELAN considered this question before the House one of the greatest importance. Looking at the resolution itself, its importance depended on the manner in which we considered it. If regarded merely as a motion for an enquiry as to the powers of attorney spoken of, it was of very little consequence. Now, if the mover and those who supported this resolution, thought that the legislation on this question was so insecure that the Senate and the Commons should appoint two committees to enquire into it, an effect might thereby be produced on the London money market, in striking down the hands of the men endeavoring to carry this railway project into execution. Viewed in this light, this was one of the most momentous questions ever under the consideration of this Parliament. Gentlemen knew that when a scheme was launched upon the money market and failed it was regarded as dead forever. If gentlemen in this and the other House should defeat this attempt to raise money for the railway, his hopes of ever seeing it constructed by a company would be dissipated. Hon. gentlemen had spoken of their desire to build this road. This was the policy adopted years ago, when the North-west Territory was purchased. They must have known there could be no bond of union between these Provinces without the means of easy inter-communication. Why, gentlemen, there could be no real union between them, commercially, socially, politically, without this means of intercourse. There might be a union by natural means, but if it did not exist, a bond could only be created by artificial means. Look at the experience furnished by the last American war. The States, bound together by railroads or natural means, took one side or the other, just as one or the other existed or preponderated. The States, joined by the great lines of railway running from the east to the west, generally took one side in sympathy and action. Therefore, it was a matter of great moment, considering the unanimity of the people, that the confederation should extend from the Atlantic to the Pacific, both on sentimental and material grounds. The mover of this resolution told us the fair fame of the Dominion was