

and my hon. friend has gone very far in that direction himself. He not only did that, but while this company were on their way to England to borrow money he told us that they were bankrupt and could not pay their workmen, and that their paper is now floating at a discount in the money markets of Canada. Do not statements such as these, coming from an important member of the Senate, made solemnly on the floor of Parliament, affect the credit of the Company?

HON. MR. POWER—Not the slightest.

HON. MR. KAULBACH—I am sorry if my hon. friend thinks that his statements are of no importance, and that if they are carried across the Atlantic by persons who are antagonistic to the Canadian Pacific Railway they will have no effect. They have had effect and they have tended to hamper the Canadian Pacific Railway Company in the money market and prevent them fulfilling their contract at an early day. My hon. friend says that these men spent no money on the Canadian Pacific Railway proper. I believe they have spent \$10,000,000 of their own money independent of the money they have spent on the branches. I have from a member of the Syndicate, one of the directors, himself, a statement that he has put millions of his own money into the enterprise. It has been proved clearly by the leader of the Government here that all the money advanced by the country has been expended for work upon the main line. My hon. friend talked about the Algoma branch and the money invested in it lying idle. In answer to that I might talk about the steel rails lying idle and rusting in British Columbia.

HON. MR. POWER—You did talk enough about that at the time.

HON. MR. KAULBACH—I might talk about the Fort Frances Lock and Neebing Hotel lying worse than idle—never to be used. The Algoma branch will probably be used before another year. My hon. friend talked about 100 miles of track west of Winnipeg having been laid on such marshy ground that it was found necessary to transfer the rails to another place at an enormous expense. I am not

aware that any such length of track had to be shifted, but if I have been correctly informed on that point they were merely shifted from where they were laid originally to a track near by and running parallel to it. They were laid on the open prairie and no grading or ballasting had been done, and probably the shifting of the track did not cost \$100 altogether.

HON. MR. POWER—Oh no.

HON. MR. KAULBACH—Well, I cannot say what it cost, but it could not have been a large sum. My hon. friend talks about this trunk line and the company having lost money by not confining itself to the construction of the main line itself. Had the Canadian Pacific Railway Company not been able to show in England that they had connections with large centres they could not have borrowed money. You might as well talk of a tree without branches, as a railway without connections—it would be dead and useless without them. The Directors of the Canadian Pacific Railway, with far-seeing eye to the future traffic of the road, endeavored as quickly as possible to make connections and secure branch lines in order that they might have independent lines to reach the different provinces. Will my hon. friend tell me that the Maritime Provinces would have been content if the Canadian Pacific Railway Company had been satisfied to stop at Callander and to permit the traffic to go anywhere and everywhere and be absorbed by the United States? No, the Maritime Provinces took up this matter as a great national question, and believed that the Atlantic coast would receive equal benefits with the Pacific coast from the construction of the line. To tell me that this Company should confine its operations west of Callander seems to me to be madness, and not in the interest of the Maritime Provinces. We want all the branches; we believe this road should run from Louisburg to the Pacific. Without that you cannot get the sympathy of the Maritime Provinces in favor of this road. You must convince them that is to be a purely Canadian enterprise, independent of any foreign connection. That is the road we want for Canada, and the only road that we care to aid; it is