

found that Mr. Fleming had been transferred from an engineer on the line to one of its directors, so that the information which he had gathered, and which should have been for the benefit of the Government and the House, had really turned out for the benefit of the directors themselves, and the House was denied the information which that gentleman had been paid to collect. In conclusion he would observe, in reference to some remarks of hon. gentlemen opposite, that he and the gentlemen with whom he had acted were actuated by as high and patriotic motives as any gentleman on the other side. Patriotism did not exclusively belong to the Government side of the House. He and his coadjutors desired to advance the prosperity of this country as much as any gentleman could, and he believed that it was in the interest of the country as well as of the Government itself that the whole facts connected with this undertaking should be made known to Parliament.

Senator FRANK SMITH said he had been a member of the Inter-oceanic Company, and he had hoped that that company, composed as it was of 107 men would have been in a different position today from what it occupied. He regretted that the hon. gentleman at the head of the company had not joined the new company which had been formed by the Government, as he would have brought great strength to it. He was satisfied that the Government was not to blame for this. He knew that a gentleman occupying a high position in another place had waited upon that gentleman in Toronto for the purpose of endeavoring to get him to join the new company, and had invited him to Ottawa at the same time as he had invited Sir Hugh Allan. Sir Hugh came to Ottawa, but the president of the Inter-oceanic Company did not put in an appearance. He (Mr. Smith) thought it was due to the Government as well as to the 107 men belonging to the company, that that gentleman should have gone to Ottawa and made the best terms he could. He (Mr. Smith) was one of the humblest members of the company, but he felt it his duty to come to Ottawa and render all the assistance he could towards forming a new company. He went on to say that he knew the Government had no intention to allow the Americans to control the road, but were determined that it should be kept in the hands of the Canadians. He did not consider a committee was necessary, especially as a committee had been appointed for the same purpose in the Commons. The House already had the contract before them, and other papers showing who were

the directors, how much they had deposited, and where they had deposited it. All that the committee was wanted for was to eamage the Government. It had been said that the road could not be built, and that the money could not be raised in England. He did not entertain that view. The fifty million acres of land, at \$2.50 per acre, would make one hundred and twenty-five millions, which added to the thirty million subsidy, would make one hundred and fifty-five millions, or \$57,407 per mile; taking 50 cents an acre off the land for expenses, it would still leave \$48,000 per mile. Then supposing \$22,000 per mile was raised by bonds, that would give \$70,000 per mile, which would be far more than the road would cost. He was sorry, he repeated, that his hon. friend had not stood by his company, and that if there were any good things going he would not have his share. (Hear, hear, and laughter) The motion before the House he regarded as one of want of confidence, and was only proposed to have effect on the country, and he would take much pleasure in voting against it. (Cheers)

Senator BUREAU said he was surprised to hear the hon. gentleman (Mr. Aikins) state this motion was one of want of confidence in the Government, seeing that since Confederation they had made twenty-four nominations to the Senate, in which they had set aside Liberals, and filled the vacancies with men whose political views were opposed to those of their predecessors. He contended that, even if this was a motion of want of confidence, it could have no effect; and he cited an instance in the old Legislative Council of Canada, where a direct motion of want of confidence was proposed and carried, and yet the existence of the Government was not affected in the least. The motion before the House was one of very great importance. It was to consider the facts connected with the granting of a charter, which, he had no doubt, if submitted to the Privy Council in England would be declared contrary to both the letter and spirit of the law. This view would be apparent as reasonable if they reflected upon the speech of the ex Finance Minister last session, in which he distinctly stated that the intention of the 15th clause of the Act was to give the Government power to issue a charter for the Pacific Railway. The proviso at the end of that clause was to the effect that one of the conditions of the charter should be that at least ten per cent of the capital should be paid into the hands of the Receiver General in money or Government securities.