

to be got by an address, the success of the Intercolonial Railway Committee were extolled by the hon. gentleman on rising. It was well known when the hon. gentleman from Kent asked for his Committee he professed nothing but friendship to the Government, and a sole desire to obtain information to assist the Government in the construction of the Intercolonial. It struck him (Mr. Aikins) the present case was scarcely analogous, because a similar motion to that of the hon. gentleman's (Mr. Christie) had been asked for in the other House by a member of the Opposition—a committee with seven members to enquire into all matters connected with the Pacific Railway contract. All the information on the subject under discussion had been brought by the Government before the House, so that no committee could obtain any more. But when that motion was proposed in the other House, it was understood that it was one of want of confidence. It was so stated in the public papers, and by some members of the House who supported it. Nor could it be regarded in any other light. The hon. member might as well have a committee sitting to enquire into the action of the Government as regards anything else. The present committee sat at the instance of the leader of the Government. They had no objection to an investigation of the fullest possible character. They had nothing to fear from it and were anxious it should be conducted in the most solemn manner, that the witnesses should be examined under oath. The Government then could not for a moment consent to receive such a motion as this, at the hands of that hon. gentleman, who was bitterly opposed to them, and whose whole and sole object in this matter was to produce some hostile political effect, on the minds of hon. gentlemen here and people elsewhere. Could any thing be more childish or farcical than to see two Committees sitting in the same house, at the same time, examining the same papers, and witnesses touching the same subject? The Government did not, and could not accede to this motion.

Hon. Mr. CARRALL—Will not accede to it.

Hon. Mr. AIKINS will not. (Cheers.) All the provisions of the U. P. R. R. Act, affording the public any valuable security, were introduced into the Canadian Act. It was not to be supposed every one could be copied, when the Canadian Act was sufficiently broad and careful to provide for every reasonable contingency. If it was sufficient, was the hon. gentleman justified in his strictures? But ad-

mitting he was, in some respects, there was something he might ask for a committee to examine; but to desire a committee to sit and examine everything connected with this charter, was so absurd as to create surprise at its proposal. It meant nothing but a vote of want of confidence in the Government, and that being so it could not be granted. (Cheers)

Hon. Mr. VIDAL said—the motion is one of very great importance, inasmuch as under the terms in which it has been brought before us, has been reopened the discussion upon the resolutions of the hon. gentleman from Toronto (Mr. Macpherson), so summarily disposed of the other day in this House. I do not concur in the opinion of the hon. member from Paris (Mr. Christie) with respect to the arbitrary nature of this disposal. He charged the Government with desiring to evade a discussion upon the question. Now there was ample time given for the continuance of the debate, and it is most unfair to say that the Government endeavored to prevent it or in any way indicated an unwillingness to have the whole question freely discussed. It was only after several minutes had elapsed without any hon. member rising to speak, that the vote was taken on the Hon. Postmaster General's amendment. I may remark that that amendment did not fully meet my views as to what it was desirable to place on record as the opinion of this House on the subject; it merely affirmed the inexpediency of discussing the resolutions. I should have proposed to have recorded in direct terms, an approval of the charter granted to the Canadian Pacific Railway Company, and of the action of the Government in granting it. By this course we should have, in a greater measure than has now been done, strengthened the hands of the parties endeavoring to negotiate the bonds, and inspired with confidence in the undertaking, the capitalists in England and on the continent, without whose money the road cannot possibly be built. The chief objections brought forward against the Canadian Pacific Railway Company, are its alleged American complexion, and that it would place our railway under the control of American capitalists, whose desire would be to prevent its construction. Now this is a mere chimera, a *bête noir*, designed to alarm us. I see no justification for this supposition, no reason to believe the railway will pass from under the control and management of Canadians. We have a full account of all the negotiations that took place between the Government and the