

## THE CANADIAN PACIFIC RAILWAY.

Much interest naturally centres in the progress of this great national work; and especially has an anxiety been felt to ascertain whether the government loan of last Session would enable the company to complete the undertaking. Reassurances on this point could not fail to be welcome, and we are glad to find that they have been forthcoming. Some of these, in an authoritative shape, we proceed to present to our readers. First, we turn to the evidence of Mr. Geo. Stephen, President of the Canadian Pacific Railway company. Mr. Stephen, it should be stated, is replying to allegations that the company was drawing upon the loan at an abnormally rapid rate. He says:

"These assertions are that the Company had drawn fifteen millions of the Government loan before the 30th June, besides the regular payments on account of construction; that the Syndicate, as you please to call the Company, 'have not been able to unload any of their stock' and have been making 'increasing demands' upon the Dominion treasury. These statements are absolutely without foundation, both as to those which are direct and those made inferentially. The Company have not received one dollar from the Government beyond the amounts expressly authorized by the Loan Act of last session, and they have made no demands upon the Government except for the carrying out of that Act. And, moreover, the Company see no reason to doubt that the provision made by that Act is sufficient for the completion of the railway. As to the stock, I and my associates in the original contract have at this moment a cash capital investment in connection with the enterprise of over eighteen million dollars, of which more than double the five million dollars we agreed to provide have been employed upon the Canadian Pacific Railway proper, and the remainder in collateral enterprises in connection with and beneficial to the main enterprise. The amount invested with the Company is represented by a portion of the fifty-five millions of stock; and the remainder of that stock is held by more than two thousand shareholders, holding the highest positions socially and financially in Europe and America. The Company holds no part of the sixty-five millions issued, except the reversion of the ten millions on which an advance was obtained, as you are perfectly aware from the returns made last session, and therefore have no stock to sell; and if I and my friends were to sell our individual holdings, which we have neither done nor tried to do, the finances of the Company would be no way affected."

It is not many days since the statement was made, in the Ottawa correspondence of a leading daily, that the Canadian Pacific Railway Company had drawn from the Dominion Government, about 15 millions out of the 22½ millions of dollars at end of June; that the calls of the C.P.R. upon the Government for funds to carry on their work had "proved a source of great embarrassment and accounts for the Government's overdrawn bank account," and that the Government had urged the banks to convert their cash reserves into Government bonds. Of this last statement, we have an authoritative denial from the Treasury Department. As to the truth of the former, the *Canada Gazette* of the 16th instant shows that while the loans made by our banks to the Dominion at end of July were \$2,215,492, the amount of Dominion deposits then held by our banks was \$4,-

339,647 or nearly double the loans. The Bank Statement for June showed the deposits to be \$5,802,688 and the loans of the banks \$6,703,374.

A representative of this journal, meeting Mr. Duncan McIntyre of the Canadian Pacific Railway on Friday last, enquired of him as to the alleged condition of affairs between the government and the road. That gentleman's reply was: "There is no foundation whatever for the statements made in the *Globe's* Ottawa correspondence respecting the Company's finances. The provision made at the last session of Parliament, by way of loan to the company, with the remainder of the subsidy then on hand, is ample for the completion of the entire railway from Callander to Kamloops. And I myself would undertake to find responsible contractors to complete the road for that amount of money, and to give all the security that any reasonable man could ask for its completion. The C. P. R. does not need to make, and has not made, any demand upon the Government, either for funds or for the guarantee of loans. And the company has neither asked for nor obtained a dollar from the Government except in accordance with the Act of Parliament passed last session."

"I must say, continued Mr. McIntyre, that it is a matter of astonishment to me, and to many other Canadians, that the *Globe* should make such reckless and injurious statements about the railway and the condition of the country. And when offered proof of its errors, and asked to correct them, it does so in a manner calculated to deepen the original injury."

## INJURING CANADA.

We have received a number of communications, from business men and persons of standing in different parts of Ontario and Quebec, taking exception to statements which have been recently made as to Canadian affairs, by several journals on both sides of the Atlantic. As for the reports put forth respecting our industries other than textile, describing their alleged languishing condition, many of these have been contradicted or corrected in letters from the proprietors of mills and factories. But we find that erroneous statements in this and other directions are injuring Canada abroad. Letters which we have ourselves seen, from Liverpool and Manchester, state that the policy of depreciation of Canada, adopted by certain Canadian journals is doing much harm to her interests there. And we have been told by correspondents of Birmingham and Glasgow houses that, according to Old-Country letters, "immigration to Canada is clearly being hindered by the accounts which reach here, taken from your public journals, as to the bad state of your manufactures and the glut of all sorts of labor."

One gentleman tells us that he has seen, in a local paper published in Elgin, Scotland, a warning against going to Canada, "where, according to their own papers things are so bad." And a correspondent in the north of England writes to ask us whether we are really in such a state of "financial and industrial collapse and some American

and even Canadian papers, not only predict but predicate."

A grave responsibility rests upon those who give currency to exaggerated stories of Canadian dulness and decay. The truth about such matters wrongs no one, but to go beyond the truth for the purpose of making a point, when by so doing the country at large is injured, seems to us an inexcusable thing. The work done for this country by our emigration agents, provincial or Dominion, in influencing persons from the older countries to come over and possess our lands, is liable to be largely undone when inflated tales of dire distress are told by faithless heralds amongst ourselves. And these tales are taken up, only too readily, by the American emigration agents, or the emissaries of western railroads in the United States, and used to persuade intending emigrants to avoid Canada and prefer the neighboring Union.

Happily there are now in Canada many prominent men from the United Kingdom who will see for themselves, in the course of visits to our different provinces, and by the personal inspection they are making of our industries, what is the actual state of affairs. But it is none the less humiliating to be dependent on friendly visitors for the correction of false statements sent abroad by Canadian journals.

## THE ENGLISH BANKRUPTCY ACT.

The question is beginning to be asked whether the new English Bankrupt law is likely to attain the object its enactment had specially in view: to diminish the expense of winding up bankrupt estates, to secure greater efficiency in the prevention and detection of fraud, to facilitate the collection of dividends by administration orders from such debtors has had previously been reached by judgment summonses. Under the old law, complainants say, composition notes were generally delivered within a month and dividends paid within six months. Under the new law, they add, by way of contrast, a much longer time is consumed in these processes. A case is given to show that the costs, under the new law, would be £918 16s., against £266 10s. 4d. under the old. But it is claimed that when the estates are small, the costs under the new law are less than under the old. Under the new law, complaint is made that the Board of Trade does very little for the costs it occasions, and that it sometimes refuses to allow any thing to contest claims, which lawyers hold to be illegal and unjust. But it may possibly be answered that lawyers in search of a case see things in a different light from the Board of Trade. The powers of the new Act for the prevention and detection of fraud are said to be far weaker than those of the old. An instance is mentioned of a debtor who, while the official receiver was in possession, made use of a duplicate key fraudulently to remove part of the goods, and that the court appeared to be without a remedy: "the officers were very cross with the debtor but that was all." But theft is theft, and no doubt the stealer of the goods could have been punished. Under the new law, the power of imprisonment which previously existed under judgment sum-