

## HOUSE OF COMMONS,

Tuesday, 24th April, 1883.

The SPEAKER took the Chair at Three o'clock.

## PRAYERS.

## PRIVATE BILLS.

Sir HECTOR LANGEVIN moved, That as the time for the reception of reports of the Committee on Private Bills will expire on Thursday next, the same be extended to the following Tuesday, inclusive, in accordance with the recommendation of the Standing Committee on Railways, Canals and Telegraph Lines.

Motion agreed to.

## CANADIAN PACIFIC RAILWAY.

Mr. ABBOTT moved, That the 51st Rule be suspended in conformity with the report of the Committee on Standing Orders, and that leave be granted to introduce Bill (No. 114) respecting the Canadian Pacific Railway.

Motion agreed to; and Bill read the first time.

Mr. ABBOTT. Considering the lateness of the Session, I hope the Bill will now receive the second reading. The fullest possible opportunity will be given for discussion at subsequent stages.

Mr. BLAKE. Perhaps the hon. gentleman will explain the objects of the Bill a little more fully, as we know nothing about it.

Mr. ABBOTT. The objects of the Bill are, as stated in the preamble, to authorize this company to lease the lines of the Credit Valley, the Ontario and Quebec, and a certain portion of the Atlantic and North-Western, in so far as that may be necessary to constitute a through line from Montreal and from the south bank of the St. Lawrence at or near Montreal to the western terminus, of the Credit Valley. The intention is simply to pay an annual rental for the lines forever. The lease is to be in perpetuity, and the object of the Bill is obviously, and the idea will present itself to the mind of every hon. gentleman, to secure a through line, and by that means to obtain some portion of the through traffic of Ontario and the western portion of Quebec for the northern route of the Canadian Pacific Railway and to afford some means of sustaining its line north of Lake Superior. The Company fears, from recent events, it may lose the traffic which it might otherwise obtain from Ontario, and from the western portion of Quebec, unless it can retain some kind of control over those railways; and it is for the purpose of enabling the Company to obtain that control that this Bill is introduced, and for no other purpose. That is the simple object of the Bill; the propriety of it is involved in the one proposition to which I have referred. The taking of the second reading of the Bill to-day will make no difference, and will be neither advantageous nor disadvantageous to the discussion of that proposition, as it seems to me.

Mr. BLAKE. This is a question involving a Company in which the Government and the public take great interest, and to which they are large contributors; and in view of the additional powers asked for, the House may not unreasonably ask that the views of the Administration respecting the Bill be placed before the House.

Sir CHARLES TUPPER. Mr. Speaker: I may say that the proposition was submitted very recently to the Government, and they saw no objection to the proposition as made. It is not a proposition to divert any portion of the Canadian Pacific Railway funds, for the purpose of obtaining the con-

trol of the lines referred to in the Bill, but to enable the Company to lease them so that they shall form a part of their system; and we may fairly assume that before leasing those lines, the Company will satisfy themselves that the terms on which they are enabled to lease them will be such as not to make any change on the Canadian Pacific Railway, but will, as has been stated by the hon. member who introduced the Bill, furnish a basis of traffic by which the line to the north of Lake Superior may be sustained. We consider it of great importance that the North-West should have the advantage of the fullest competition between the great commercial centres of Canada. At present the Canadian Pacific Railway connects the North-West with Brockville and Ottawa, between the intermediate points of Winnipeg and Montreal. By this proposal they will be enabled to secure a connecting line by which they will have the opportunity of giving the people of the North-West an active competition between the great commercial centres of Montreal, Toronto, Hamilton and other parts of Ontario. So far as the public interests are concerned, we think that they will be promoted rather than hindered in any way by the adoption of the proposal contained in this Bill, to give to the Canadian Pacific Railway Company the power to make arrangements for leasing the Credit Valley Railway, and the proposed railway, the Ontario and Quebec.

Mr. BLAKE. Mr. Speaker: it is not my intention to oppose the second reading of this Bill; but I must say it seems to me that a somewhat inadequate view is taken on this occasion, both by the hon. gentleman who introduced it and by the hon. Minister of Railways, of its possible attempted operations, as contrasted with some declarations which some of us still remember to have heard expressed in this House. It would be useless to conceal, for myself, that there is and has been for some time past a close alliance between the Credit Valley Railway Company and the Canada Southern, and that there have been rumors current in the public press and elsewhere of the action of a great railway capitalist, one of the greatest capitalists of the United States, who is interested in the Canada Southern, in connection with the affairs of the Canadian Pacific. It seems to be immediately on the cards, that arrangements will be made, whereby the Canadian Pacific obtains control of the Ontario and Quebec and the Credit Valley, and that connecting with the Canada Southern, we will soon have another through route *via* Chicago. It was said the Canadian Pacific Railway would have a greater interest in sending traffic by the north shore of Lake Superior than by any other way. I remember the hon. First Minister pointing out what happened when an attempt was made to trouble the course of the Rhine; but, without going into that matter of history, I may say that it is quite possible that the Canadian Pacific may secure connections through Michigan, and by this means form another through route *via* Chicago. Of course, the hon. gentleman may say that this line would be controlled, as far as the legislation of the Government is concerned, by the same persons who control the Pacific Railway, and who have a greater interest in sending traffic by the north shore of Lake Superior than by the other way, and, therefore, depend upon it, they will not; but, at the same time it is very obvious that it is possible—and it will be rendered more possible by the alliance proposed than it would be without that alliance—that it may go by another point. The hon. Minister of Finance some time ago, at the request of the Canadian Pacific Railway Company, proposed to hand over \$1,000,000 and take Credit Valley Railway bonds, on a statement of figures which I have been unable yet to understand; but I suppose that we will have further explanations on that subject. It now appears, however, that it is the Canadian Pacific Railway Company itself which is to support the Credit Valley Company; therefore, it is to come out of the Canadian Pacific Railway coffers,