

the charter was defunct. Why was it done to this company particularly? While they did that, there were two notices in the *Canada Gazette* by companies asking incorporation in order to build this very line of railway. Thus there was no necessity to charter this particular company in the interests of the people of that section; there was no necessity for extending the grant in the interests of those people; the only reason for extending the grant was in the interests of the then corporators of the North-West Central Railway Company, and I do not know what particular or special rights they possess, and the Government, I think, as stated before, should pause—I do not know whether they will or not—but I think they should pause after the statements I have made, after the statements I have been able to prove—statements every word of which I can prove to be correct, and I do say that this Bill should not go before the committee, or receive the sanction of this House.

Mr. MITCHELL. When this matter was up in the Railway Committee, I found, from the statements and developments which were elicited there, very much in substance as they have been stated by the hon. member for King's (Mr. Woodworth) to day, that the character of the transaction was not such as it appears to me should have been sanctioned by a committee of this House. I heard the statements and the recriminations which were indulged in by the promoters of the Bill, and I called the attention of the Minister of the Cabinet who presided over that committee to the facts which had been brought out, and I stated to him that I thought, after the developments which had been elicited, that that committee ought not to pass the Bill without consideration, and I asked what action the Government would take upon it. Sir, as stated by the hon. member for King's (Mr. Woodworth), the committee adjourned on three different occasions to enable Mr. Beatty to show the *bond fides* of the men who were behind him to construct this road. It appeared that the discussion was going entirely on the *bond fides* of the people who were aiding Mr. Beatty in the construction of the road, but I called the attention of the Committee to the fact that there was a deeper question than all that in it; that there was behind this question of *bond fides* the question of the statements which had been made by the member for King's (Mr. Woodworth) and which were partially admitted by the member for West Toronto (Mr. Beatty)—that these statements were such that they developed transactions of charter trading and speculation in relation to the public domain which I thought ought to be dealt with by the committee, and especially dealt with by the Government. Sir, I do not know what the opinion of members of this House may be about these transactions, but I know what my own is. Canada has a noble domain out in the North-West. She is proud of it; and for the last few Sessions of this Parliament, and during the preceding Parliament, we have been endeavoring so to develop that immense territory that we would in the first place attract immigration into it, and settle as much as we could and as rapidly as we could. In order to do that it has been a recognised fact that we must subsidise railways and endeavor by the construction of roads to do as they did in the Western States—to let the railways precede the settlement of the country, if possible. This Government, I say it to their credit, have done much to develop the settlement of Canada. They have gone beyond what, in the opinion of hon. gentlemen opposite, they ought to have done; they have surprised Europe as well as America by the success which has resulted in the promotion of railway development throughout this continent; and, Sir, having accomplished the great object of building a road from the Atlantic to the Pacific, it was their next desire—it was their duty, and they realised that duty and acted upon it—to endeavor by a system of subsidising local roads to open up and develop side connections with the great artery which they

Mr. WOODWORTH.

had already contracted to build, and that they proposed doing. Sir, as I understand it, some four or five years ago, when this Souris and Rocky Mountain charter was granted, the object was to develop a fertile portion of that North-West which it was claimed could not be settled satisfactorily unless it had railways. It was stated at that time, and it has been frequently stated since in connection with that scheme—of which this North-West road is the outcome and the successor—that there were a number of settlers in the portion of the country through which this road would go, to whom it was necessary—in order that they should compete on even terms with other settlers in the North-West who had a certain amount of railway communication—that they should have a railway through that portion of the country. The Government granted the necessary bonus to enable that road to be built. It got into the hands, in the first instance, of speculators, who, as I understand, did very little but speculate in the sale of the charter. Some work was done in grading the road, but the charter lapsed and a new company came in. I am not going to enter into the difficulties between the hon. member for King's (Mr. Woodworth) and the hon. member for West Toronto (Mr. Beatty). I divest myself entirely of the difficulties with which they have surrounded this matter. But, Sir, I take this stand: that when the Parliament of this country vote that a portion of the domain of the country shall be granted to the enormous extent that it has been granted in this case, for the purpose of developing that portion of the country, the spirit as well as the letter of the charter demands that if it is developed during the discussion, during the procedure, that the object of these men is charter selling—trading in charters—trading on the generosity of the Parliament of Canada, it is the duty of this Parliament to put their hands upon it, and say: We will not allow these men to come here for that charter. It is true they have failed to carry it out; they got the bonus granted by Order in Council conceding them 6,400 acres of land per mile for some 450 miles of territory—an enormous grant, a grant which, if land in that country is worth anything—and everybody who has travelled over it knows it to be very valuable—is worth a great deal of money; they got the Order in Council passed granting this land to that road, if within a certain time they were able to build the road. Since that time they have failed to build the road, and they have forfeited their charter. They have failed to build the road, and this Government has granted an extension of time for the land grant. We know we have had appeals from the Parliament of Manitoba. They have asked by three successive telegrams received by the chairman of the Railway Committee, Sir Hector Langevin, that no charter shall be granted except to persons who are competent to carry out the scheme and build the road. Sir, that touches upon the competency of the men who are behind the member for West Toronto (Mr. Beatty). That hon. gentleman asked three successive adjournments of the Railway Committee, but he has entirely failed to bring any evidence before the Railway Committee to satisfy them that these men who were behind him were competent to build the road. Sir, the Minister who presided over the committee had to admit that fact, although the hon. gentleman was a friend of the Government, although his co-charterers were friends of the Government, although the hon. member for Bonaventure (Mr. Riopel) and the hon. member for Rimouski (Mr. Billy)—the hon. member for Pictou (Mr. Tupper) had retired from the charter much to his credit—but the hon. Premier for Manitoba, and I am told also the hon. Speaker of the Legislature of Manitoba, who sent these successive telegrams, had their names on that charter. Not one of these men has come forward and satisfied the committee or this House, or the Government whom they support, that they had anything of a *bond fide* character behind them which would