

company, with the evidence they have before them, are acting in the best interests of trade and of their railway in going to the expense of extending it 13 miles further.

I would say, in reply to that statement of the right hon. gentleman, that it is highly misleading, to say the least of it. In the first place, I would not attempt to say anything against the Canadian Pacific Railway, or any private company, extending that road beyond Port Moody if they were doing so at their own cost, as we are led to believe they are, and I am sorry to say that the Minister of Justice about a week ago gave this House to understand that it was out of their own money.

HON. SIR ALEX. CAMPBELL—It is so.

HON. MR. MCINNES—The leader of the House says that it is their own money. You have already had the annual report of the Canadian Pacific Railway Company signed by Mr. Stephens the president. After giving a general explanation of the condition of the road, he winds up as follows:—

“All the various needs of a new railway in a new and rapidly growing country, and everything necessary to secure economical and efficient operation, and the full development and permanent control of its traffic, must be supplied.

For these purposes, the estimated amount required will be as follows:—

For sleeping cars, passenger cars, dining cars, baggage, mail and express cars, emigrant cars, box and cattle cars, conductors' cars, derrick, tool and other auxiliary cars, locomotives, hand cars, push cars, track tools, semaphores and other equipment requisite for operation of line, also for restoring construction locomotives to good working condition..... \$1,000,000

For elevators at Port Arthur, Fort William, Montreal, etc.; coal-bunkers, Montreal; additional real estate Montreal and elsewhere; revetment walls at Montreal; additional depots and tracks and other facilities, Montreal and other points; additional yard room and tracks, coal and other docks, and other terminal facilities at Fort William and Port Arthur..... 1,500,000

For divisional shops and machinery at nine points, coal docks and machinery at two points on Lake Superior section; station buildings, section houses and miscellaneous buildings at various points; additional station sidings and crossing tracks at various points; extension of divisional yards; additional engine houses; improvement in water supply; additional tanks; permanent bridge work at the various crossings of Bow River and on other sections; additional ballasting, filling trestles and raising roadway..... 600,000

For completion of telegraph system, main line and branches. 275,000

For connection with Coal Harbor and English Bay; shops, buildings, docks, tracks and other facilities at Pacific terminus.... 760,000

Contingent expenditures..... 910,000

\$5,045,000

That is a portion of the \$5,000,000 that we are asked to grant this company in the Bill before the House. (No, no.)

HON. SIR ALEX. CAMPBELL—My hon. friend is quite mistaken. The \$5,000,000, are already spent. It is the floating debt that we are going to meet with the \$5,000,000. This is a statement put in by the company to show what the necessities of the road are, and to explain to the country that the road is by no means finished, although the contract is nearly completed—that there are a great many things to be done needing an expenditure of money, and they put that before the country to show that a large amount of money will yet have to be expended, but they are not going to spend the public money, but their own.

HON. MR. MCINNES—Although I am not a lawyer or versed in the law, I say by common sense (and I hope I have common sense and understand the English language sufficiently to see on the face of it what is meant by it)—

HON. SIR ALEX. CAMPBELL—My hon. friend does not understand it then.

HON. MR. MCINNES—I beg the hon. gentleman's pardon, I do. What is the title of the Bill before us: “An Act further to amend the Acts respecting the