

*Answer*—They did not prevail in that respect. I remember another subject which was considerably discussed, namely, as to the mode and in what proportions the money and lands were to be paid to the company for the construction of the road. The original design was that they should be paid on the certificate of the Government Engineer. My idea was that there might be a difference of opinion between the Government Engineer and the Company, and I was anxious that there might be some independent tribunal to which the question should be referred, and finally a very guarded clause was introduced which provided a referee or referees for that purpose.

*Question*—Did you propose any modification in the original draft, having reference to the admission of American capital or American control?

*Answer*—No; quite the contrary. From the moment I prepared the Bill for the House of Commons I considered that the design of introducing American influence and control into the road was abandoned. I did not regard it as impossible that it might be revived; that might depend upon the policy of the Government; but as far as I know the idea of carrying out the road by American influence and capital, was abandoned. My impression was that Sir Hugh Allan, while he authorized the organization being proceeded with on that ground, still appeared to entertain in his own mind the idea that some time or other we might be obliged to have recourse to American capital. That is the way in which I account for his having continued in private correspondence with the Americans. So far as I and the company were concerned, there was not the slightest idea of the introduction of American influence and capital. My efforts were directed to framing the charter, or assisting the Government to frame the charter, so as to exclude the possibility of it.

*Question*—Were you present in Ottawa at the time the names of the gentlemen who appear in the charter were settled on?

*Answer*—They were not all settled on at once. It was a work of some time to collect together the Directors of the Company. I am aware that several gentlemen were spoken to, others were corresponded with, several came to Ottawa and saw the Government; and one by one fit people were selected from one part of the Dominion or another until the full complement of thirteen was decided upon. I think the last one was not entirely settled upon until within two or three days of the signing of the charter. I refer to Mr. Hall. He was not finally selected until two or three days before the charter was signed, partly because Sir Hugh Allan and myself had urged the appointment of some one suggested by Mr. Foster, and partly because Mr. Foster himself was desirous of being represented on the Board, and partly, I believe, because Sir George Cartier had expressed a wish that Mr. Foster should be on the Board or represented on it.

*Question*—Did you come to Ottawa instructed by the Company, or prepared to submit any names as Directors to the Government?

*Answer*—No.

*Question*—Did you submit any names?

*Answer*—No; I never did. The only name on the Board that was submitted by any member of the Company?

*Question*—Do you mean the Canada Company?

*Answer*—No. The Canada Company ceased to have any existence I may say, for the purpose of this Railway, when the design of amalgamating it with the Inter-Oceanic Company was abandoned.

*Question*—Still to some extent the interests of the Canada Company were represented?

*Answer*—No; not in the slightest degree. When the project of amalgamation was abandoned, several gentlemen independent of any company were asked to come to Ottawa to meet, with the view of discussing the details connected with a company. I have not a very precise idea of the way they were got together at first, but I know that five or six gentlemen, who desired to be interested in the formation of a new company, met at Ottawa, and the Canada Company had no more to do with it than any imaginable company out of the realm.