

commenced operations, and to have gone on with their work; that they have not done so, and that, therefore, the public interests require that permission to build this road shall be given to this new company. I take it for granted that this is the reason which influenced the committee in reporting this Bill. If that is the case—if the public interest is to be served by granting this charter to this new company, surely if vested rights are affected by it—if the old company have expended money and undertaken a vast amount of work, and the benefit of this work and the benefit of their expenditure is to be taken advantage of by the new company, the old company ought to have some compensation for it. That such a claim exists is, I think, very fairly indicated, even by the action of the gentleman himself, who is the promoter of the Bill, and chief promoter, in fact, of the new company, to incorporate which this Bill is now before us. I have before me, in his own handwriting, a proposition made by him to capitalists when he was president of the old company. In that proposition he states clearly and distinctly a sum which I venture to suggest here as the amount which in all fairness ought to be given by those capitalists who are willing to sign the charter to enable them to build the road should pay as compensation for claims under the old charter. So, in fixing this amount, I am guided really by Dr. Hickey's own estimate of it. He made it a first condition with the capitalists proposing to build the road—

HON. MR. McMILLAN — When was that?

HON. MR. VIDAL—In 1886. He said: "We must have \$15,000, payable to the order of our president, Charles C. Hickey, to pay or settle with directors and pay other honorable engagements, all of which will be accounted for." Now, that is his own statement four years ago, and I may remark that during the four years that have elapsed the old directors have undertaken more work, and have increased rather than diminished the liabilities which he freely and frankly admitted had been incurred up to that time. Then, further on, I find that this was not the only compensation which he contemplated, and which he thought was fair and just to ask from the capitalists who pro-

posed to build the road. Further on he required that \$50,000 should be deposited with the chartered company as a guarantee that the road would be gone on with, and if there was a failure to do so that this \$50,000 should be forfeited to Mr. Hickey and the other gentlemen connected with him. I find a little further on that a still further compensation, thought by him and others to be just and fair, was that in the event of this being done they should have "a liberal bonus in bonds of the first issue, or cash, for the seven promoters of the road for later expenses and good will." A good bonus in bonds! I am not paying any attention to that: I am not asking for anything more than he himself fixed as a sum to which he contends he had a just claim in 1886. I cannot conceive it possible that that hon. gentleman will say that this should be turned aside as though the old company had no existence at all. I know very well that when the matter was brought before the committee and full details were gone into, and when we learned there were even two widows greatly interested in the matter, who had no one to protect their rights, but who looked to us to guard these rights as far as we could, it had some influence on the minds of the committee, as no doubt it will have on the minds of the Senate. If I were asking anything that I did not consider perfectly justified by what has taken place I would hesitate to make such a motion as this. I know nothing about the incorporators. They were perfect strangers to me until this Bill was brought before Parliament. I am as much a stranger to Mr. Hickey as I was to Mr. Odell, the first president. I have no other feelings than the desire to do right, and I ask this House to guard interests which will be jeopardized, as I know interests can be easily jeopardized by a Bill brought into Parliament by a prominent and popular member who has great influence in the House. I shall simply content myself in making this motion by calling attention to the fact that I do not ask that any payment shall be made under this motion until the new company is fully organized and issues its bonds, and that this payment shall be then made in bonds. Some gentlemen have said that if the company want to get the plans and specifications of the old company that the new company will have to pay for them. That is not so. These plans and specifica-