

HON. SIR ALEX. CAMPBELL.—The effect is to do away with any doubt as to the registration of the mortgage. The original charter of the company provided that their mortgage need not be registered. It would be very difficult to register the mortgage in all the counties through which it passes, and this Bill is to make sure that it applies to this mortgage under this Act.

The amendment was agreed to.

HON. SIR ALEX. CAMPBELL moved the third reading of the Bill.

HON. MR. PLUMB—After the very able address with which the second reading of this Bill was introduced, I did not make any further extended remarks upon it, but after the very unable address which was made by my hon. friend opposite, perhaps, a few words may be necessary.

HON. MR. POWER—Hear, hear!

HON. MR. PLUMB—My hon. friend was evidently floundering with his subject, and we all felt a certain amount of commiseration for him, but he made certain statements that may be referred to. A good deal has been said about the way in which the road has been constructed through the mountain passes with regard to the change of route from Yellow Head Pass to Kicking Horse Pass. With reference to that I may say that the construction of the road has been governed by the contractors as any business man would govern any great enterprise. They have taken the best advice they could procure. They have made the most thorough examination they could, and have finally decided upon a route which I understand has been laid out by one of the most expert mountain engineers in the world, Major Rogers, a man who has been employed in work of that kind and was selected by the company for the purpose of exploring, thoroughly examining, and finally deciding upon the location of the route through the mountains. I understand, also, that the engineers of the different railways in the United States, who have had similar work to do, have examined this road and they have expressed their entire approval of it in every respect.

Something has been said about the curves and grades on that road. My hon. friend made some remark in respect of that. Now, comparing it with the grades of other roads, the maximum grade of the Union Pacific road, as stated by a gentleman in the other branch of the legislature, who made a most exhaustive speech on the subject a few days ago, and who, I dare say, stated his side of the case with as much precision as it could possibly be stated, said that the maximum grade of the Union Pacific was 90 feet to the mile for 16 miles, and the maximum grade of the Canadian Pacific Railway was between 116 and 117 feet for 16 miles. It is well understood that under certain circumstances these heavy grades are not particularly objectionable. In the early days of railroading and light locomotive power, it was considered desirable to keep down the grades and in fact the first roads that were built on this side of the Atlantic were constructed on a dead level. They overcame grades by stationary power, which was the case of the Albany & Schenectady road, which ran over the sand plain by means of a stationary engine and was let down on the other side, and that continued for a long time after I was in the habit of passing over that road. Neither curves nor grades were supposed to be possible. The old idea of engineering has been changed, and I can say to hon. gentlemen that the most successful road in the United States to-day—that is, the Baltimore and Ohio—has far heavier grades than the Canadian Pacific Railway. Then a good deal has been said about the failure of the Company to show that they are going to have a large Pacific Ocean traffic. I am not aware that any large calculation has been made upon that. The truth of it is the through traffic, as compared to the way traffic, of all the railways that have been successful and are in operation now, of which we know anything, is in the ratio of at least four or five to one, the way traffic being larger by far. I fancy mostly all the successful railways have had that experience. The Union Pacific and Central Pacific are supported not by the traffic from San Francisco, although that is moderately large, but by the traffic along the line. They do not know how it springs up, but it is there. The railways promote it; the whole rail-