

by a first mortgage upon their estate, \$20,000,000 of which are to be handed to the Government and \$15,000,000 to the company. The hon. gentleman says that in case of default in paying the Government bonds there will be no difficulty in the Government taking possession of the road; that the holders of the \$15,000,000 bonds cannot interfere with the Government in taking possession of the road. The holders of these bonds are not precisely in the same position as the Government of the country, but the First Minister knows that the Government cannot take possession of the road without paying the \$15,000,000 of bonds which are held by outside parties. The hon. gentleman further says: Why, you cannot complain of the expenditure of this company; you cannot object; you ought not to object to the expenditure of the Canadian Pacific Railway from Callander to Brockville and to Montreal; you cannot object to the construction by the Canadian Pacific Railway of the Manitoba and South-Western Railway; you cannot object to the acquisition by the Canadian Pacific Railway of other lines leading to the seaboard. We do not, we never did object to that, but we do object to the enormous subventions placed at the disposal of the company by the Government of this country for the construction of the main line from Callander to the Pacific Ocean, being misappropriated and applied for the purpose of the acquisition and leasing of other lines. It is the business of the Canadian Pacific Railway to find the means for extensions where they will; our business was to find the funds for the construction of the Canadian Pacific Railway from Callander to the Pacific Ocean. The hon. member for Richmond and Wolfe (Mr. Ives) charges my hon. friend with not having complained during the last Session that this company had deposited with the Government \$20,000,000 to secure dividends to themselves upon their own stock, and he thinks my hon. friend, now, is not in a position to complain of this application of money because he did not complain of it last year. Last year the company obtained from Parliament \$30,000,000 of money. It was not our business to complain. The Government were not then asking for this \$5,000,000. I do not know that Parliament was then aware that the company had \$20,000,000 of money deposited with the Government to secure these dividends. I do not believe we were aware of all the facts; but even if we were, that is not any reason why we should not now point out that the money the company has in the hands of the Government ought to be applied towards building this road, and therefore, in the interests of the people and the Parliament of Canada, the company ought to take this money, part of the capital of the company deposited in the hands of the Government to pay these dividends, and devote that money to the building of this road. The hon. gentleman says this is a solemn, a grave, a serious matter; that thirteen years ago we entered into a solemn contract with British Columbia to build the Canadian Pacific Railway; that we are under obligations, as honorable men and a free and independent Parliament, to build this road. We have taken every step required by the terms of union to implement to the letter every term of that contract. We have given this contract to a company to construct the Canadian Pacific Railway; we were assured by the First Minister and the Minister of Public Works, and their colleagues, when this contract was ratified by the Parliament of Canada, that we were giving it to men of undoubted ability and of unlimited means, who would complete the work by the 1st May, 1891, from Callander to the Pacific Ocean. That day has not yet arrived. We were assured last Session, by the ex-Minister of Railways (Sir Charles Tupper) that, on the subvention granted in 1880 by Parliament to the Canadian Pacific Railway Company, the Canadian Pacific Railway would be constructed, beyond peradventure, from Callander to the Pacific Ocean by the 1st May, 1891, and it was only with

Mr. CAMEBON (Huron).

the view of hastening the completion of the road that he ventured to ask this Parliament in 1884 to loan the Canadian Pacific Railway the sum of \$30,000,000. We are as anxious as the hon. gentleman is to implement this contract, but he must recollect that those are not the only terms upon which Canada agreed with British Columbia to construct the railway. One of the terms was, and this was declared by Parliament over and over again, that by the construction of the Canadian Pacific Railway the burden of taxation should not be increased, and throughout the whole of our legislation, with respect to the construction of the railway, that was always considered as a fundamental consideration. The hon. gentleman told us a good many things in connection with the Canadian Pacific Railway, but he failed to tell us a good many other things in this connection that would have been of interest to this side of the House, and to the people of Canada. My hon. friend from West Durham, in his statement to the House, gave the figures to show that this company obtained from the people of this country in cash and other assets the sum of \$119,000,000, apart from the unsold land, to build the Canadian Pacific Railway, which was only to cost, according to the estimates of the Government engineer \$53,000,000, apart from the Government works. It would be interesting to know exactly what became of the difference between the \$119,000,000 and the \$53,000,000. The president of the company, on the 13th June last, while addressing the shareholders in Montreal, declared that the assets of this company, when the road would be completed and available for any purpose, would amount to the sum of \$177,000,000, without any charge against that sum, except the \$65,000,000 of stock. If this company has unencumbered assets valued at \$177,000,000, I would like the hon. member for Richmond and Wolfe to tell us why it is now knocking at the doors of Parliament, asking for a loan of \$5,000,000 and a change in the securities. The papers submitted to Parliament by the Canadian Pacific Railway Company show that on the 1st of January last this company had in hand over \$7,000,000 of the money placed by the people of Canada at their disposal, more than they expended in the construction of the Canadian Pacific Railway. The hon. gentleman did not tell us what became of this \$7,000,000, or why the Canadian Pacific Railway does not appropriate that sum towards the completion of this road. It was stated by the hon. member for West Durham, and it is capable of proof, from the documents submitted by the Canadian Pacific Railway Company to Parliament, that the Canadian Pacific Railway Company has now in hand, of the moneys placed at their disposal by the people of Canada, after having charged every dollar that they have expended on the construction of the main line, the amount of \$7,000,000, excluding the proceeds of sales of stock. The hon. gentleman did not tell us what the Canadian Pacific Railway Company proposed to do with this sum of money, or why they do not, out of this sum of money thus under their control, appropriate \$5,000,000 to complete the railway. Further, it is capable of proof, the documents submitted to Parliament by the Canadian Pacific Railway Company prove it, and the statement of my hon. friend from West Durham cannot be contradicted, that out of the moneys that ought to have gone to the completion of this railway the shareholders in the Canadian Pacific Railway Company have drawn out of the capital of the company \$7,000,000 by way of dividends, some of those dividends ranging from 12 to 24 per cent. This company, now begging at the door of Parliament for an additional grant of \$5,000,000, ought to pay back to the treasury of this company enough, at all events, to complete this road out of the \$7,000,000 they have improperly extracted from the capital to pay these extravagant dividends. But my hon. friend from Richmond and Wolfe (Mr. Ives) says how unfair and unjust this would be, because a large portion of this money has passed into the