

CANADIAN PACIFIC RAILWAY—*Continued.*

amendment, That tenders should be invited for construction and operation of Railway before Parliament is asked to ratify any contract for same; Debate thereon adjourned, 114. Resumed, 116. Amendment negatived, 117. Amendment moved by Mr. Béchard, That contract should not be ratified till people have had opportunity of expressing their opinion at a general election, 117. Negatived, 119. Amendment moved by Sir R. Cartwright, That the consideration in land and money proposed to be given by the contract is excessive, 119. Negatived, 120. Amendment moved by Mr. Burpee (Sunbury), That construction of British Columbia section should be postponed, 120. Negatived, 121. Amendment moved by Mr. Laurier, That construction of line to north of Lake Superior is premature, and that line by Sault Ste. Marie should be built in preference, 121. Negatived; Debate on main motion continued; Further adjourned, 123. Resumed; Amendment proposed by Mr. Mills, That the contract is objectionable, in as much as it contains no provision for securing competition, but, on the contrary, secures the Company against competition, &c., 124. Negatived, 125. Amendment moved by Mr. Borden relative to the selection of lands by the Company, 126. Negatived, 127. Amendment moved by Mr. Anglin, That the contract provides for a distribution of the money and land to be given for the work, wholly arbitrary and disproportionate, &c., 127. Negatived, 128. Amendment moved by Mr. Trow with respect to the exemption from taxation of the lands held by the Company, 128. Negatived, 129. Amendment moved by Mr. Paterson (Brant), That the contract does not insure finality as to the public obligations with regard to the Railway, but imposes upon Canada, besides the land and money grant, the construction of the most expensive portion of the road, 129. Negatived, 130. Amendment moved by Mr. Rinfret, That contract is objectionable in that it does not provide that the lands ceded to the Company shall be open to sale to actual settlers, &c., 130. Negatived, 131. Amendment moved by Mr. Charlton, relative to exemption from taxation of Company's station grounds, workshops, rolling stock, &c., 131. Negatived, 133. Amendment moved by Mr. Ross (Middlesex), with respect to the interference by Parliament with tolls charged by the Company, 133. Negatived, 134. Amendment moved by Mr. Scriver, That no substantial change should be made by the Company in the route of the Railway without the sanction of Parliament, 134. Negatived, 135. Amendment moved by Mr. Guthrie, That the Governor in Council should have same power which is possessed in case of such other Railways, of revising from time to time any tariff of tolls adopted by the Company, 136. Negatived, 137. Amendment moved by Mr. Casgrain, That contract should make provision for establishment of an Executive Commission for regulating tolls, 137. Negatived, 138. Amendment moved by Mr. Cameron (Huron), That the contract should provide for running powers for Q. M. O. & O. and O & P. J. Railways over that portion of the road which is common to the main line and the Sault Ste Marie line, &c., 138. Negatived, 139. Amendment moved by Mr. Killam, respecting the admission free of duty of the steel rails, fastenings, &c., to be used in original construction of the Railway, 139. Negatived, 140. Amendment moved by Mr. Fiset, That the contract is objectionable as it makes no satisfactory provision for construction of the work in a proper manner or its efficient operation afterwards, 140. Negatived, 141. Amendment moved by Mr. LaRue, That the contract is objectionable as it makes no provision for creation or continuance of a substantial Canadian interest in stock of the Company; and the business of Company may be transacted elsewhere than in Canada, 142. Negatived, 143. Amendment moved by Mr. King, That the adoption of the Union Pacific Railway as the standard of construction