

lands, and \$30 000,000 in money. The members of the Government were only human after all, and, if they had made mistakes in connection with this charter, it was of the utmost importance that they should be rectified at the earliest possible moment. The charter had been declared to be of a suspicious character, and it was of great importance that it should be free from suspicion. If the charter was compared with the statutes it would be seen that they were inconsistent. He would refer to the clause in the charter which provides "That the lands to be granted in aid of the main line of railway from out the lands of the Dominion; and the lands to be granted in aid of the said branches, shall consist of such land as shall be found east of the Rocky Mountains, between parallels forty-nine and fifty-seven of north latitude, and the company shall not be bound to receive any lands which are not of the fair average quality of the land in the sections of the country best adapted for settlement, lying between these limits." He maintained that there was no authority in the statute for the Government to grant such privileges to the Company. The great mistake which the Government had made was at first, when they pledged the country to complete the road within ten years. That provision in the terms with British Columbia was quite unnecessary and was not even asked for. Far better it would have been in the interests of all the provinces, that the Government should undertake no work that would damage the credit of this country. He contended that the proper course would be to build the road from Lake Superior to Fort Garry, and then extend it west and east as rapidly as the means of the country would justify, and the demands of settlement required. Then we would not have assumed such grave responsibilities, and would have opened up communication with the west as fast as it was needed. They all desired to see the road built, but the only way it could be built was step by step, constructing to those points first which was most needed. He considered the Senate had not been properly treated, in that the Chief Engineer's report on the route of this road had been withheld from them. Report had it that a good deal had been done in the way of surveying the route, but the House had no information on the subject. Why were they kept in ignorance on a matter of such vast importance? Were they so insignificant that they were not to be consulted on so important a subject, or was

their confidence in the Government of such a blind character that they did not desire to know anything, but were willing to leave all in the hands of the Government? He hoped the Government would reconsider their decision, and allow the motion to pass.

Hon. Mr. DICKEY said the House would agree with him that this question was well nigh exhausted. He did not rise for the purpose of prolonging the debate, quite the contrary. The motion was brought forward to enable gentlemen to speak who had not a chance before, and as the object of the motion was attained, he hoped the mover would be satisfied to withdraw it. [Hear, hear.] He [Mr. Dickey] had taken no part in either debate. Were we called on to discuss the question of the contract itself, there was much in it which he would require to have explained, but it was a mistake to suppose that this was the question before the House. He had listened attentively to the discussion, but had not heard a single fact brought forward to justify the motion for a committee of inquiry. The last speaker (Hon. Mr. Reesor) asked for a committee because there was a clause in the contract which he deemed illegal; another [Hon. Mr. Bureau] because the whole contract was contrary to the Pacific Railway Act, and was executed for hon. gentlemen without power of attorney, although, strange to say, these gentlemen had adopted it by paying their ten per cent; and another gentleman [Hon. Mr. Wilmot] because he was against the whole policy of building the Pacific Railway, although the Act on which the contract was based had received the deliberate sanction of Parliament. In this he was consistent certainly, but what had that to do with the question before the House? It was idle to talk of a committee to sit upon these objections to the contract itself, for here it was before their eyes, open for everyone to read, and it could be attacked by resolution as a whole or in any of its provisions. [Hear, hear.] Indeed this debate had occupied a wide field apart from the question itself. We had entered the golden gate at San Francisco, scaled the Sierra Nevada, traversed the great American desert, followed Sir Hugh Allan across the Atlantic to the London money market, returned by Minnesota and the fertile valley of the Saskatchewan, crossed the Rockies and found ourselves again landed on the Pacific slope. [Laughter.] The resolution in its terms asks for a committee to enquire "into all matters relating to the contract, prior and subsequent to its being signed." These matters occurring