

plated at all to my knowledge, either during the Session or afterwards. The election fund, to which Sir Hugh Allan afterwards contributed, was not, I think, spoken of at all during the Session, except as I have previously stated. After the Session I saw very little of Mr. Foster, and nothing at all of Mr. McMullen for a considerable time.

Question—Sir Hugh Allan mentioned that he had never given anything so large at any previous elections. Did it occur to you that this was a very large sum for him to give on this occasion?

Answer—I knew nothing of what he had given on previous occasions, but I certainly thought that this was a very large sum for him to give. At the same time it must be observed that he did not agree deliberately to subscribe the whole of this sum at once. He contributed from time to time as the elections went on and as the money was needed. Probably he might have hesitated at subscribing so large a sum at once, but the feelings and interests which he himself has described probably led him as the money was needed, to continue his contributions to a larger sum than he originally intended.

Question—Do you know of any other facts which will throw light on his motives in giving this large sum?

Answer—No; most certainly not. To my own mind Sir Hugh Allan's motives as described by him are perfectly clear. He is interested in the carrying trade to an enormous extent. About \$3,000,000 of his fortune is invested in the carrying trade alone. I mean in seagoing steamers alone. He has also a large amount of money invested in the inland carrying trade. He was forced, as he imagined, and not unwillingly, perhaps, to enter into an organization for an extensive series of railways, providing for a second communication between the seaboard and the interior of the country. He had taken up with a vast deal of energy and enthusiasm this Pacific Railway scheme. He had been himself a member of the Canal Commission, if not the Chairman of it, and had taken great interest in that. On every one of these subjects the Government had a policy which was favorable to his views, and in my opinion three times the sum would have been well spent if it had been necessary to keep a Government in power, which had according to his views, and my own too, the improvement of the country so deeply at heart as this Government appeared to have.

Question—Did he think so at that time?

Answer—Yes, certainly.

Question—Did it not strike you as strange that he should contribute so largely?

Answer—Not at all strange, considering his position and his objects.

Question—You say that you had several interviews with the Government, and more particularly with Sir John Macdonald and Hon. Mr. Campbell, discussing the terms of the charter before it was finally settled. Did you propose any modifications in the original draft.

Answer—Yes. The work which was done during, I think, about a fortnight of very close application to the charter was of two kinds. One was a very critical examination of the phrases and language of the charter, and that took up a good deal of time. The other did not take up so much time, namely, the discussion of certain modifications which were suggested on both sides to the original draft. I made several suggestions, some of which were approved, and some of which were rejected.

Question—What was the general nature of the modifications you suggested?

Answer—I suggested, I remember, as one thing of importance, that there should be power granted to the company to issue a further amount of stock, and Sir Hugh Allan had that very deeply at heart indeed, because he feared that an application to English capitalists to obtain money might be unsuccessful if these capitalists were not to have any share in the prospective advantages of the road. That was discussed at considerable length with the Government, and finally the matter was submitted to the Government itself, and Sir Hugh Allan's views on this subject and my own were overruled. There were several other points on which I desired to have modifications, for instance the amount of bonds per mile. I thought that it was too small.

Question—Did your views prevail?