

the capital. The real and practical promotion of the Railway was therefore by the Government. And Mr. Ketchum represented it when he offered in London the Charter and Subsidy passed by Parliament in order to obtain British capital.

Reference has already been made to the statements of Sir John A. Macdonald and the Hon. Alex. Mackenzie. The same language was held from the passing of the first act in 1882 to the last Act in 1888, on which occasion the Right Hon. Sir Charles Tupper, Bart., then Finance Minister, said :

"The Government is not asked to pay any money, but simply to enable English Capitalists to furnish all the money required to give us the work at half the cost we could obtain these advantages for in any other way."

Therefore between 1882 and 1888 the Canadian Parliament passed two original incorporating and subsidising Acts and amended them by subsequent Acts passed in 1883, 1886, and 1888, for the *pro forma* Canadian Company, with the sole object of making the enterprise sufficiently attractive to British investors.

Sir Charles Tupper, when High Commissioner for Canada in London in 1893, in referring to what had been done to induce our Capitalists to find the money, said that in the light of his thorough knowledge and familiarity with the country, the commercial business and the shipping trade of Canada, he had no hesitation in saying that the undertaking was, in his judgment, placed beyond doubt as much as any financial or business enterprise that ever was presented to the public, and that

"every means that were possible or that could be taken to warrant the enterprise being presented to capitalists as a sound enterprise were taken."

And this was also the opinion and judgment of a Minister now in office. On this point the Right Hon. Sir Richard Cartwright, when the question was before the House said :—

"The fact of Parliament granting a subsidy of 170,000 dol. a year for twenty years to this railway, will imply to the minds of English capitalists, from whose pockets I take it that this money is expected, that the Canadian Government have looked into the work, that they believe it to be a valuable work, and that it may fairly be implied that the Government believe it to be reasonably profitable to those people whose money we are practically securing in consequence of our having granted a subsidy."

No comment of ours can add force to the foregoing language.

Every statement made by the Ministers speaking for Canada was in proof that the Railway was desired by them as a necessary public work.

The Ship Railway scheme stood the test of a long examination in Canada by engineers, including the Chief Engineer to the Government, who reported

"It is Canadian in design and must prove national in results,"