

shall have the land, with the ultimate power of resorting to the railway if the land fails, and I should add that \$35,000,000 of stock is to be cancelled, reducing the capital upon which dividends are to be paid to \$65,000,000. It does not seem to be a proposition very onerous to the country. It does not to me seem one that should call forth the very strong animadversion made upon it because, as I view it, it is not a very extraordinary help to give to a company embarked in so gigantic a transaction as this company is. But the objections which have been taken are numerous, and I think that perhaps it will be best that I shall endeavor to reply to some of them, even at this stage of the debate, because I hope that it may not be necessary for me to speak again, and because I think the explanation which I shall give now will perhaps assist hon. gentlemen to understand fully the position of the matter as it is presented to the House, and to consider the weight which they may think is due to the objections which have been raised. I state those objections on my own authority, having read the debates elsewhere, and having followed in a general way the newspaper discussions on the subject. I may not state them all, but I intend to state them all, and believe that I shall do so. The first objection taken is that the company has not spent its money on the Pacific Railway proper; that is, that they have misappropriated their money, not to speak offensively—that they have not spent it on the work which the country entrusted to them to perform, and that, therefore, they are not entitled to any further consideration on the part of Parliament. Those taking that objection say “Show us fully all the money that you have spent from the Government on the line of railway, and we will show you that that money would have completed it, equipped it, and started the running of it.” I think there are two modes of answering that objection, either of which seems to be complete. The first answer I propose to give is this, that the whole of the money which the railway company has ever got from the Government, from the beginning to now, has always been obtained upon an engineer’s certificate.

HON. MR. POWER—Hear, hear.

HON. SIR ALEX. CAMPBELL—The form of the engineer’s certificate I have with me, and it certifies that so much work has been done; that so much remains to be done, and that the proportion which has been done is so and so to the proportion which remains to be done. I think that the House would perhaps desire to see the exact *modus operandi*, and it may be satisfactory to hon. gentlemen to see the kind of certificate which was required by the Government before any money was paid; and I have taken from the copies of the minutes of the Privy Council the last certificate or last memorandum of Council upon which the certificate was issued. This Order-in-Council is on a memorandum dated 9th July, 1885, and is as follows:

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 9th July, 1885.

On a Memorandum dated 9th July, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No 47, dated 7th July, instant, from the Chief Engineer of the Canadian Pacific Railway with respect to the Eastern Station of the road, of which the following are the details:

Total value of work done and material delivered up to the 1st of July, 1885.....	\$19,551,797
West of Callander 100 miles	
East of Port Arthur 67 “	
	167 @ \$15,584.61 = \$2,599,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done....	16,982,568
That of this amount the books of the Department show that there has already been paid the sum of.....	10,497,039
Leaving the balance now payable	\$54,758
Of which balance the portions chargeable to the “Loan” and “Subsidy” accounts severally are as follows.	
Loan.....	\$31,700
Subsidy....	23,058
	\$54,758

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said balance of \$54,758 accordingly.

The Committee advise that authority be given as recommended.

Now, that has been the course pursued by the Government uniformly throughout, and the company has drawn no money from the country except on a certificate of that kind, with the single exception of the seven and a half millions advanced them under the loan of last session for the purpose of paying off their floating debt.