

acquisition of, or amalgamation with, or use of running powers over, the Canada Central Railway and other railways South and East of Ottawa; and the said contract is, in these respects, objectionable;—which was negatived.

Mr. KILLAM then moved in amendment, that the said resolutions be not now read the second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway provides for the admission duty free of all steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber and all materials for bridges to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line; that such exemption from duty is unjust, and the contract is, in this respect, objectionable;—which was negatived.

Mr. FISKE then moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway makes no sufficient or satisfactory provision for the construction of the work in a proper manner, or its efficient operation afterwards, nor does it, as it should, provide that so much of the work, as is done by the company, shall, in case they make default in completing the railway, belong to the Government, and that the contract is, in these respects, objectionable;—which was negatived.

Mr. LARUE then moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway makes no provision for the creation or continuance of a substantial Canadian interest in the stock of the company, nor does it guard against the transfer of a controlling interest to foreigners at any time of the incorporation of the company, and it provides that the company may appoint and fix places of business beyond the limits of Canada, where the business of the company may be transacted, and at which the directors and shareholders may meet; that under this provision the important business of the company may be transacted, and its directors and shareholders meetings held in St. Paul, Minnesota, or New York, or elsewhere in the United States; that such power should not be given, and that the contract in this respect, is objectionable;—which was negatived.

Mr. KIRK then moved in amendment, that the said resolutions be not now read a second time, but that it be

*Resolved*, That the contract respecting the Canadian Pacific Railway provides as a standard whereby the quality and character of the railway and of the material used in the construction thereof, and in the equipment thereof may be regulated, the Union Pacific Railway of the United States as the same was when first constructed.

That by a letter, since laid on the table, some members of the Syndicate have expressed their intention to abide by the standard of the Union Pacific Railway, as it was in February, 1873,—that this letter is not binding on the projected company,—that neither of the said proposed standards is satisfactory,—that there are objectionable details in the construction of the Union Pacific Railway,—that the conformation of the ground on the route of the Canadian Pacific Railway admits of much better alignments and grades than those of the Union Pacific Railway,—that this was recognized in the contract made by the Government with Sir Hugh Allan and others in 1873, which provided in this respect, that the Union Pacific Railway should not be the standard with respect to any minor details in its construction and working, which may be found objectionable, and with respect to its alignments and grades which should be as favorable as the nature of the country will admit without undue expendi-