

the road issued by the company. The Canadian Pacific Railway will take the railway on those conditions, and will probably have, in addition, a sum of money to complete the terminal facilities at Quebec, in the way of elevators, and the renewal of certain wooded bridges, so as to put the road in the same condition as other portions of the Canadian Pacific Railway.

Mr. LAURIER. Will the hon. gentleman state the amount of stock?

Sir HECTOR LANGEVIN. I think about \$250,000 or \$260,000.

Mr. LANGELIER. There are other large claims against the North Shore Railway Company for right of way in the city of Quebec, and not only claims, but judgments, some of which have been taken as far as the Supreme Court. I would like to know whether provision has been made to secure these claims. Among the claimants, I may mention, are the nuns of the Hôtel-Dieu and the Ursuline nuns, who have obtained judgments, which have been confirmed by the Court of Queen's Bench, and have been taken to the Supreme Court. There have been two or three other judgments obtained in the city of Quebec against the North Shore Railway for damages to the passage of the line alongside the River St. Charles. These persons will lose any means to get their claims paid.

Mr. IVES. What means have they now?

Mr. LANGELIER. They have the railway.

Mr. IVES. There are the mortgage bonds ahead.

Sir HECTOR LANGEVIN. The intention is, as I stated just now, to obtain the railway free of all debts, except \$3,500,000 of the Quebec Government and the bonds to the extent of \$1,725,000. The Government will take care that the road is delivered without the debts the hon. gentleman speak of.

Mr. LAURIER. Can the hon. gentleman give any statement about the additional improvements which have been made by the Grand Trunk? Can he say what they consist of?

Sir HECTOR LANGEVIN. No; I have no information of that this evening; but the hon. gentleman will see that the undertaking of the Grand Trunk is to deliver the road free. As the Government have the money in their hands, they must see that the railway will be free of all debts before the money is paid.

Mr. LAURIER. The hon. gentleman did not understand my question. The hon. gentleman stated that the price to be paid to the Grand Trunk was, first, \$250,000 for the stock and \$250,000 for improvements made by the Grand Trunk since it acquired the ownership of the road. What I wanted to know was, what these improvements consist of?

Sir HECTOR LANGEVIN. Since the railway passed from the hands of the Government to the hands of the syndicate, which is represented now by the Grand Trunk Company, a number of improvements have taken place. I think the new line mentioned by the hon. member for Megantic, for which large sums were to be paid, was one of the improvements. Then there are improvements of other kinds. Of course, the Government have to take care that everything connected with the road will be put into such a shape that all the improvements are paid for; that, in fact, everything the company would have to pay themselves if they were selling the road is paid, so that the property will be free.

Mr. LAURIER. My question was not intended to refer to the application of the money, but to ascertain what improvements have been made by the company. Apart

from the change of the line in Quebec, I am not aware of any improvements having been made by the company.

Mr. LANGELIER. And that has been paid before. Some \$250,000 was paid by the North Shore Railway since it was purchased from the Government of Quebec for these improvements.

Mr. LANDRY (Montmagny) (Translation). Is it the intention of the Government to purchase the North Shore Railway, or is it the intention of the Pacific Railway Company to purchase it for themselves?

Sir HECTOR LANGEVIN (Translation). According to the resolution, the Government will purchase the railway, if necessary, for it is the intention of the Government to let the Pacific Railway Company, as far as possible, purchase it themselves, and they will interfere with only if the company would not purchase it.

Mr. LANDRY (Montmagny) (Translation). If the negotiations did not succeed, what would secure the terminus of the Pacific to the city of Quebec?

Sir HECTOR LANGEVIN (Translation). The resolutions will show the hon. member what the guarantee is.

Mr. LANDRY (Montmagny) (Translation). I may possibly see it, and perhaps, I do not see it.

Sir HECTOR LANGEVIN (Translation). Well! I would ask the hon. member to read the resolutions before concurrence and I am sure they are correct.

Mr. EDGAR. In the correspondence between the Grand Trunk Company and the Canadian Pacific Railway Company which was published, I think I saw it stated that the Grand Trunk had offered certain facilities to enable the Canadian Pacific Railway to get this line from the Grand Trunk without purchase. Has any reciprocal arrangement been made? Has the Grand Trunk any traffic arrangements over this line after it gets into the hands of the Canadian Pacific Railway?

Sir HECTOR LANGEVIN. If the Grand Trunk Railway Company sells this road to the Canadian Pacific Railway Company, of course the Canadian Pacific Railway Company will be in the same position as if it had built the road itself, and if the Grand Trunk Company wish to pass over that road it will have the same rights as any other company has to pass over the road of another company. I have no doubt the Canadian Pacific Railway Company will be glad to facilitate the traffic of the country.

Mr. DESAULNIERS (Maskinongé). (Translation.) If I understood aright the question put by the hon. member for Montmagny: If the two companies, the Grand Trunk and Pacific do not agree, what position will be taken by the Government?

Sir HECTOR LANGEVIN. (Translation.) The resolutions state what will happen. There is a million and a half voted to build another line.

Mr. DESAULNIERS (Maskinongé). (Translation.) That is just the point. I do not think the two companies can ever agree. But if they should happen to come to an agreement which would satisfy the city of Quebec, which seems to me the most hard to please at the present moment, it seems to me that all the counties on the north shore would be satisfied; but in the opposite case, what is this line which it is intended to build on the north shore? I have heard quite often, since I have had the honor of being a member of this House, that the Government or the Pacific Railway Company would build a line, following nearly the direction of the present road, between Montreal and Quebec. I do