

remarks he is making now to the amendment which I proposed?

HON. MR. TRUDEL—I was stating that the hon. member for Ottawa in 1876 and 1877 said that the country north of Lake Superior was such an inhospitable country that it was impossible to build a railway through there, and that it was absurd to undertake the building of a road across the continent.

HON. MR. POWER—The hon. gentleman misapprehends my remark. I have moved an amendment which affects the extension of the line from Port Moody west to English Bay, and I asked my hon. friend what bearing his remarks have on the question which is before the House?

HON. MR. TRUDEL—Before I rose to make the few remarks I have made, it was my impression that the motion of the hon. gentleman should be disposed of before we got to the merits of the Bill, but the House knows very well the course followed. We discussed the whole matter in committee in detail, and afterwards when we came to a vote on the third reading we took up the discussion of the main question. I followed the example of the hon. gentleman who had preceded me. He did not discuss the amendment of my hon. friend, and I thought it was understood that the whole question could be discussed on the third reading.

HON. MR. DICKEY—I wish to say a word in regard to this amendment. It will be in the recollection of the House that I called attention to the point yesterday and expressed a doubt as to the security that the country was to have on these explanations which are to be made. I expressed that doubt in the form of an enquiry of the leader of the Government for information, and I received the answer which referred me to the 14th section of the agreement which is incorporated in the Act of Parliament in 1881. I had not had the opportunity to study the Act, but I have taken the trouble to look at it since, and as regards that particular section of the articles of incorporation which are ratified by the Act, it does not seem to apply to this question at all because it is merely applying to branches; but when I

looked at the 15th section of the articles of incorporation on page 19 I find that the point is made apparently very clear. But to show that this question of the extension of the railway was not embraced in that 14th section it goes on to add "And any extensions of the said line of railway that shall hereafter be constructed or equipped by the company shall constitute the line of railway hereinafter called the Canadian Pacific Railway." That makes the point very clear that this extension, if made, will form naturally and necessarily a part of the main line of the company; but, lest there should be any doubt on that, I observe, on referring to the Act of last year, cap. 1, section 5, which is the point in discussion, that provision is made to meet a case of this kind. As I understand by the amendment which was suggested by the hon. leader of the House, this afternoon, it is intended to remove any doubt as to this preferential lien being placed in the same position as the lien under the Act of last year. I merely call attention to the section to show that by the Act of last year, the lien covered the main line of railway, and any extensions thereof.

HON. SIR ALEX. CAMPBELL—My hon. friend from Amherst has made part of the explanation I intended to make, and I have only to add one or two sentences to it. In this very Bill that is now before us for a third reading, the same thing is repeated as plainly as possible, and I think, when I draw the hon. gentleman's attention to it, he will not consider it necessary to proceed with his amendment. This very Bill provides that the \$5,000,000 loan shall

constitute, and be a first lien and charge on the entire property of the country, real and personal, now owned, or hereafter to be acquired or owned, by it (save and except the lands granted, or to be granted, by the Government to the company, under the contract between Her Majesty and the company, and the Acts relating thereto), including its main line of railway, with its tolls and revenues, the extension thereof, its branch lines of railway (except the Algoma branch), the whole of its equipment, rolling stock and plant, and all its steamers and vessels.

It is just as strong as the amendment can be, and coming on top of the language which the hon. gentleman from