

HON. SIR ALEX. CAMPBELL—Oh no. Only \$15,000,000 held in Canada altogether.

HON. MR. McINNES—Take the dividends and the amounts spent on the branch lines and how much is left?

HON. MR. PLUMB—What good would the main line be without the branches?

HON. MR. POWER—The hon. gentleman from Niagara I have no doubt is pretty familiar with this whole subject, and I have no doubt we shall hear from him by and by; but in the meantime I should like to get my small innings. The Minister said they had subscribed \$10,000,000. The shareholders of the company have subscribed that much money, and they have taken out already I think about \$5,000,000 in the shape of dividends.

HON. MR. SMITH—How would they take out \$5,000,000?

HON. MR. POWER—These interruptions are not arguments and hon. gentleman know that the company have taken out this money. Now there are several millions more as the Minister tells us which are tied up, to pay dividends to the company. The \$10,000,000 they put in has been more than swallowed up to pay and secure the dividends. The amount used to secure dividends comes I think altogether to \$14,000,000, and no hon. gentleman will find it easy to show that they have put that much money into the road. Then, as has been suggested, when we come to add to that the amount of money that has been invested in those outside undertakings, we shall find that no money of the company has gone into the main road. That was shown as clearly as anything can be shown in the other Chamber. I am aware of the fact that a gentleman who stands as high in the counsels of the company as the hon. gentleman from Niagara, when the leader of the Opposition had closed his speech on the subject, said that that speech was unanswerable—a man who was quite as able to judge as the hon. member from Niagara: so the statement is not one which is so laughable. I have tried to show in a

general way how it is that this undertaking, which promised so well at first and which we are told promises so well now, has called for such unexpected relief from the country. We were told when they came for the \$30,000,000 or thereabouts that that was the last time of asking. So far as I remember the Minister did not say on this occasion that this was the last time of asking. I feel confident that before two years are over we shall have these same people coming for further assistance in another guise: because, with that desire to grasp everything around them, which I think is their bane and which will be still more the bane of the country, the Canadian Pacific Railway Company are now endeavoring to make further acquisitions of railroads throughout the country; and I have very little doubt that we shall be called upon within two years from this to assist in the construction of roads in the eastern part of the country, because the Canadian Pacific Railway Company have not money enough to build it themselves.

HON. MR. KAULBACH—Hear, hear: that is what we want.

HON. MR. POWER—I think enterprise is a very good thing; and I understand that the Canadian Pacific Railway Company, led by the distinguished American gentleman, VanHorne, who is the real moving and guiding spirit in the company, propose, in addition to killing out all competition in the railway business—I understand some of their prominent officials have made the statement—propose in a little while to have control of the telegraph, the telephone, and the express business of Canada. They already run the political business. I do not remember what reason the Minister gave why the company which had such flattering prospects and so valuable a property, and had been managed with such wonderful energy and skill were now so hard up for money. I have forgotten.

HON. MR. ALMON—Hear, hear.

HON. MR. POWER—Perhaps my hon. colleague would tell me.

HON. MR. ALMON—If I did not