

built the road, and we do not propose to ask the Government and Parliament to give up that security, which we agreed to give and did give, until the time arrives when, under the terms of our contract, we will be entitled to demand it. If the company said that they would stand in a stronger position than they will by going across and saying: Yes, there was a bargain of that kind, but we told the Government and the people of Canada that you would distrust very much the enterprise and the value of our land if they continued to hold us to our bargain, and we asked the Government and Parliament, as a mark of confidence in us, and to prevent that feeling of distrust being created, to give up the security. This they consented to do, and having shown their confidence in us in that marked manner, we ask you to treat us with the same confidence, and buy our bonds at a higher rate." The hon. gentleman says again that the money is wanted, and he hopes this will be done before next Session. What he has power to do and hopes will be done will, no doubt, be accomplished, and, as I said, when he moved the Speaker out of the Chair, that was equivalent to its being actually done. There are many things, he says, for which this money is wanted. It is wanted to span the Atlantic and the Pacific Oceans with steamers; it is wanted to build a short line and branch railways. All or some of these objects may be highly praiseworthy, but mark you, Sir, all of them are increasing the capital account of the Canadian Pacific Railway, on which, so long as this monopoly exists, the interest or profit must, in some shape, be paid at the expense of the people; and while I am not averse to the expenditure of further capital prudently, I say that in the interests of the people, both of the North-West and the older parts of Canada, we ought to consider what those expenditures are which are increasing that capital account, and how far it may turn out afterwards that the cost of those expenditures will be taken out of the pockets of the people of the North-West in exchange for very inferior and inadequate service. Parliament, while asked to carry out this operation, which is a part of the larger operation which the hon. gentleman proposed in the other resolution, is asked to consent to a large increase of the capital account of the company. This is a dangerous business. You find the First Minister coming down and telling us, before the road is opened, that there is capital money outstanding now to the extent of \$100,000,000, invested by capitalists in the bonds and stock of the railway. That is the statement of the hon. gentleman. It goes forth as the word of the leader of the Government, which the hon. gentleman says has so much the confidence of Parliament that we may surrender, and ought to surrender, to it our proper functions. He says there is a hundred millions of money invested. What is the fact? The fact is that there were \$29,500,000 cash invested for the \$65,000,000 of stock which the hon. gentleman counts as if it were all solid cash. Add the \$35,000,000 bonds, and you find the amount invested to be \$64,500,000. From that deduct the \$21,000,000 paid and appropriated in dividends already, and you have \$43,500,000 as the net amount which is said to have gone into the road, instead of \$100,000,000. This is important, because the power of the company, with its monopoly powers, to raise tariffs, the obligations in which we have engaged not to diminish the tariffs, are all largely dependent on the question of capital account; and it is therefore unfortunate that the hon. gentleman should, contrary to former statements made by him, when he differed from Sir Charles Tupper, then Minister of Railways, should now declare that there are a hundred million dollars invested in the road, when we all know the most is \$64,500,000, from which may be fairly deducted the very considerable proportion that went and are going into the pockets of the shareholders as dividends, and did not go into the road at all.

Sir RICHARD CARTWRIGHT. There is another important consideration. Neither of the hon. gentlemen who have spoken has given the slightest idea as to whether the Government have had any information as to the condition or working of the main line of the Canadian Pacific Railway. That road was to be furnished according to a certain standard, and I do not observe that either the Minister of Finance or the First Minister intimated that the Government engineers had as yet examined this road from end to end, and were satisfied it was completed in accordance with the standard. We are in such ignorance about these matters that we are not even prepared to say it was not according to the standard, although, if the statements put forward in the newspapers be correct, more especially as regards the Columbia section, a great deal has to be done in that quarter, at any rate, before the road can be considered as having at all approximated to or equalled the standard provided. Apparently the Government do not know anything more than we do as to the main line. The papers they have brought down do not make any distinction or give any practical information at all. We know perfectly well that when a road is in the process of construction, it is a very easy thing to manipulate accounts and make them show a profit which does not really exist; and the least the Government and the company may do, when they come to the representatives of the people, after having just received a gift, practically, of \$10,000,000 money more, because our accepting \$20,000,000 in place of the \$30,000,000 the company promised to return us, is, to all intents and purposes, very nearly a free gift. I say that they ought to have given the House, that they ought to have put the Government in possession of very much fuller details on this subject than they have chosen to do, and it is making the reference to this House a farce to take the course which the First Minister has done. As my hon. friend remarked very justly, it would be better at once to pass an Act throwing the responsibility of all legislation on the First Minister and his colleagues, and not trouble ourselves to come here and spend our time at all in discussing these matters.

Mr. MILLS. I am sure the House could not help being struck with the observations made by the First Minister, who informed us that it was prudent to require this security in the first instance, a security that has no force and can have no force until the road is completed; and yet, without the House being informed as to the progress of the work and the present state of the road, the right hon. gentleman proposes that the security shall be given up. Well, if his present position is right, certainly the Government were altogether wrong in demanding any security of this sort. The hon. gentleman says, at the very moment that this security is to have any force at all, that it must be abandoned. Now, I do not think the House is possessed of information to know how far the company are likely to operate the road, as the hon. gentleman says. I believe that the Government were to construct a very considerable section of road in British Columbia, and when it was completed to hand it over to the company. There was a contract between the Government and the company as to the character of the work to be done by the Government on behalf of the company. I understand that that work has proved to be very much more heavy and more serious than was at first contemplated, and that the present contractors who have been performing that work for the Government claim at least a million and a half for the extra work done on that particular section. I have been informed also that the company are of opinion that the character of this work is not at all such as it really was to be, that in fact the Government have built a section of road which by the terms of the con-