

found, owing to the easy nature of the works to be constructed, that they could be constructed for this amount less. Then, all the company expended and required to expend to complete the Canadian Pacific Railway was \$56,950,000. Let us see, from the documents which have been submitted to Parliament, how much the Canadian Pacific Railway received in hard cash out of the funds provided by the people of this country. They admit having received, or that they will receive by September of this year, \$25,000,000 subsidy. The land sales and the land grant bonds and bonuses make \$10,900,000. There is the loan of 1884, \$29,810,000. This makes in all \$65,710,000. I take no account in this of the loan of over \$7,000,000 on the security of the postal and transport service. According to Mr. Van Horne, they expended and required to expend only \$56,950,000. In other words, the company received, including the loan of 1884, in hard cash from Canada, \$8,760,000 more than they paid and required to pay to complete the whole line from Callander to the Pacific Ocean. This was the condition of the account on the 1st January, 1884. Let us see the condition of the account in 1885. We get that from the document submitted to Parliament, and from Mr. Stephen's letter of the 18th March, 1885. Mr. Stephen says, in that letter, that on the main line and branches they had spent \$52,595,000. He does not condescend to particulars; he does not say how much was spent on the main line and how much on the branches; but, in 1884, he said that \$23,078,950 had been expended on the main line, and, according to his estimate and the estimate of his engineer, it required \$27,000,000 more to complete the main line, and for rolling stock \$8,000,000; or, in other words, they spent and required the expenditure, to complete the main line and the equipment, of \$58,078,950. How much did they receive up to the 1st January, 1885, according to their own documents submitted to Parliament? They received in cash subsidy \$25,000,000; loan of 1884—and again I do not take any notice of the loan of \$7,000,000—\$29,810,000; cash for land grant bonds, sales of land and bonuses, \$10,900,000, making an aggregate of \$65,710,000; and they paid out \$58,078,950, leaving a balance in cash, over and above what they paid out, of \$7,631,050. That is quite clear, because Mr. Stephen, on the 13th June, says:

"In considering the financial position of the company it may be well to remind the shareholders that at the beginning of the present year there remained in the hands of the Government an unexpended cash balance of \$9,633,032, available for the work under contract with the Government. This sum, as has already been officially stated, is sufficient to complete the work remaining to be done, according to the terms of the contract."

Here are the statements made by Mr. Stephen, that they had cash on hand of over \$8,000,000, and that that was more than sufficient to complete the works that remained to be done. Yet this company, with these statements submitted to Parliament and before the country, have the assurance to ask for a loan of \$5,000,000 and a total change in the character of the security, and hon. gentlemen in this House are found advocating their claims. I have thus shown the enormous sums which have been placed at the disposal of this company by the people to complete this road; I have shown that they have received from the people of Canada in cash and aids \$53,490,000 more than they required to complete and equip their main line; I have shown that they received in cash, in assets, and sales of their own stock, \$84,609,111 more than sufficient to complete and equip this road; I have shown that Canada paid, up to the 1st January, 1885, in cash, to the Canadian Pacific Railway Company, \$7,631,050 more than they paid out on the construction of the main line, and this apart from their stock-jobbing transaction. If you add to this \$7,631,050 the cash proceeds of the sales of stock, amounting to \$29,493,048, you have the aggregate of \$37,124,048 in cash received by the Canadian Pacific Railway up to the 1st January, 1885, more than they expended or were to

Mr. CAMERON (Huron).

expend in the completion of the road. In addition to all this, Canada was generous enough to hand over to this company this road, with all its rights, powers, monopolies and franchises, for all time to come. It is worth considering for a moment, from my standpoint, how this enormous surplus at the disposal of this company, placed at the disposal of this company by the people of this country, was expended. The document submitted to this Parliament, the address of the president of the railway company to the shareholders, on the 13th June, showed beyond doubt that the company spent a sum of over \$38,000,000 on transactions outside the construction of the main line. They spent, according to their own showing, on the line and branches east of Callander, \$4,213,758; Algoma and western branches, a sum which I figure at \$4,733,798; on financial transactions of their own, \$1,389,474; on the equipment of branch lines, \$1,877,000; upon the improvement of Government section, \$1,241,790; advances to secure access to the sea board, \$5,858,473; on dividends upon their own stock, obtained by themselves at the lowest prices, \$5,378,000; and according to the president's letter they had in the hands of the Government on 1st January, 1885, to pay additional dividends, \$14,288,088. Now, according to this letter of the 18th March, to which I referred a moment ago, the company spent \$35,131,813 in transactions outside the main line, up to the 1st January 1884. So the result of these calculations is that this company has exhausted, in transactions outside the contract, and with which this Parliament has nothing to do, a sum of \$7,631,050, the amount which the company received in cash from the people of Canada in excess of what they paid on construction of the main line, and the sum of \$29,493,048, which the company received on stock transactions, and an additional sum of \$1,855,000, or, in all, the sum of \$38,979,000, which this company has spent on transactions outside the main line. This, I say, accounts, to some extent, for the extraordinary condition in which this company now says it is placed. Now, Sir, it is worth while to pause for a moment and ask ourselves two or three serious questions. Why should the people of this country be charged with \$1,241,780 for keeping in repair the road which the Government of Canada handed over to the company well constructed and in good repair? Why should this fund, which the people of Canada placed at the disposal of the Canadian Pacific Railway Company to construct the main line from Callander to the Pacific Ocean, be charged with \$4,233,758 for the main line and branches east of Callander; or with \$4,733,798 for the Algoma branch and the western section; or with \$5,875,223 to obtain access to the seaboard and for leased lines? These transactions are private transactions, outside the contract, and entered into by this company upon their own responsibility, and with which the people of this country have no concern. Why should this fund be charged with \$5,578,000 for extortionate dividends and with the sum of \$14,288,288, a sum still in the hands of the Government of this country to pay the members of the Canadian Pacific Railway Company extortionate dividends upon the stock obtained by them, some of it at 25 cents on the dollar and some of it at 42 cents on the dollar? As well might you charge this fund and this country with a \$4,000 piano, or with a \$2,000,000 mansion, built in the Dominion of Canada. Sir, I am satisfied although we have not yet got to the bottom of the financial transactions of this company. Still the statements submitted to this Parliament exhibit a most scandalous disposal of the moneys placed by the people of this country at the disposal of this company for the construction of this railway. After wasting and squandering, a large portion of the money placed at their disposal for the construction of this railway; after having watered their stock and divided it up among themselves, after having placed in the hands of the Government