

would enable the company to deflect the line through the prairie country in such a manner as largely to defeat the main object of establishing a great central road through the North-West, as is proposed by the route now adopted; that no substantial change should be made in the route without the sanction of Parliament, and that the contract is, in this respect, objectionable;—which was negatived.

Mr. GUTHRIE then moved in amendment, that the said resolutions be not now read the second time, but that it be

*Resolved*, That by the Consolidated Railway Act, 1879, it is provided that every by-law fixing and regulating the tolls to be taken by a railway company, shall be subject to revision by the Governor in Council from time to time, after approval thereof.

That the exercise by the Governor in Council of the power of reducing tolls under the said Act, is by the contract respecting the Canadian Pacific Railway, limited as regards the said company to such extent, that the tolls when reduced shall not produce less than 10 per cent per annum profit on the capital actually expended in the construction of the railway, and that the net income of the company from all sources shall not be less than 10 per cent on the capital so expended.

That the Governor in Council should have in the case of the Canadian Pacific Railway Company the same unrestricted power which is possessed in the case of such other railways of revising from time to time, as the public interest may require any tariff of tolls, and that the contract is, in this particular, objectionable;—which was negatived.

Mr. CASGRAIN then moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway makes no provision for the establishment of an executive commission or other machinery for regulating the tolls and securing proper accommodation to the public on the railway, which is to be built practically at the public cost; that such provision should be made, and that the contract is, in this respect, objectionable;—which was negatived.

Mr. CAMERON (Huron) then moved in amendment, that the said resolutions be not now read a second time, but that it be

*Resolved*, That the contract respecting the Canadian Pacific Railway, laid on the table, does not, as it should, provide for the running powers for the Quebec, Montreal, Ottawa and Occidental Railway, and for the Ontario and Pacific Junction Railway, over the 63 miles from Nipissing to Sturgeon River, which form the line common to the through line, and the Sault Ste Marie line.

And that the contract does not make satisfactory provision for securing the traffic to and from Montreal and the East by the Quebec, Montreal, Ottawa and Occidental Railway against preferential charges which the Canadian Pacific Railway may establish in favor of the Canada Central Railway, the St. Lawrence and Ottawa Railway, the Coteau Railway, or other lines of railway to the South and East, nor against the preferential charges which it may be the interest of the Canadian Pacific Railway to establish, in case of the authorized and contemplated acquisition thereof of, or amalgamation with, or of the use of running powers over the Canada Central Railway, nor in the case the Canadian Pacific Railway amalgamates with, or obtains running powers over the St. Lawrence and Ottawa Railway, the Coteau Railway, or any other railway running South or East.

Nor does the said contract make satisfactory provision for securing the traffic to and from Ontario, by the Ontario and Pacific Junction Railway, against the preferential charges which it may be the interest of the Canadian Pacific Railway to establish in the event of the authorized and contemplated