

much less under the sanctity of an oath, pledged his word that he has received no compensation. And is it not most astonishing that these two men, who were the contractors, the contracting firm, building this whole transcontinental line of railway practically from the Atlantic to the Pacific for the last 17 years, the sole contractors—subletting their contracts to sub-contractors, but the sole contractors so far as the company is concerned—have built this whole line, and have never made anything out of it? It would be a most astonishing thing, to my mind, and I cannot understand it; and what is more, I cannot believe it until these gentlemen have pledged their word, at any rate, that they have received no compensation. What about the model city at Montreal? My hon. friend from Bonaventure (Mr. Marcl) asked a question as to whether the model city was included in this, if it is owned by Mackenzie and Mann or a company in which they are the chief shareholders. That concern was built by reason of the terminals of the Canadian Northern in Montreal. Is it to be supposed that they, owning that property, are not making enormous sums of money out of it? And they could only own it, and as a company come into existence, by reason of the Canadian Northern. When any man stands up and tells me that Mackenzie and Mann have never made any compensation for themselves out of the construction of this railway, from the beginning up to the present time, I cannot believe, and certainly will not believe it unless they pledge their oath to it. Then I say that these two men should make a statement, because it is on that ground that Drayton and Acworth report that Mackenzie and Mann should be paid something by reason of the fact that they believed Hanna apparently of course, and so do I, and Mr. Mitchell. They say that these men said that Mackenzie and Mann have received nothing out of it and consequently should receive an honorarium, not in cash, so far as this matter is concerned, but so much of the capital stock and then ascertain, by reason of the possibilities of future dividends what that capital stock is worth.

I say that the only proper method for the Government to adopt, if they carry on the scheme as they have outlined it and take over the stock, is to refer to the senior judge of the Exchequer Court the question as to what Mackenzie and Mann would be fairly entitled to, in view of all the circumstances, as compensation for the services they have rendered to the country.

Mr. DAVIDSON: Is it not true that Judge Cassels was formerly a member of the firm of Blake, Lash and Cassels, Toronto?

Mr. GERMAN: He was.

Mr. DAVIDSON: And Mr. Lash, of that firm, is the chief counsel and one of the principal stockholders in the company?

Mr. GERMAN: Sir Walter Cassels was one of the prominent members of the firm of Blake, Lash and Cassels; and Mr. Z. A. Lash, of that firm, is prominently connected with the Canadian Northern Railway company. But, notwithstanding that, I have no hesitation in saying that the people of this country would have absolute and implicit confidence in any decision that Judge Cassels would arrive at in regard to this matter. Every man in this House who knows Judge Cassels would have implicit confidence in his decision. The Prime Minister, the Minister of Finance, and the Minister of Railways would have absolute confidence in his decision. Why does the Government not appoint him? There must be some reason other than a desire to arrive at a fair and just compensation for Mackenzie and Mann, and to render a decision which would be fair in the interests of Canada.

The Government proposes, when this road is taken over, that "so soon as five-sixths of said shares has been transferred as aforesaid, the Governor in Council may assist the Canadian Northern Railway company," and so on. Now, evidently that company is to be carried on under the same name, and I gathered from the statement of the Finance Minister the other day that it was to be carried on by the people who are at present operating it. The Minister of Finance stated that Sir William Mackenzie would be willing to give his services for the good of the country, although not necessarily for nothing, and that Mr. Hanna and the other officials of that company would be quite willing to continue in office. I know that Mr. Hanna is a very excellent man, and I doubt if the Government could get a better. But, so far as I am concerned individually, I think the Government should not only take over this line of railway, but they should have a policy to bring the Canadian Northern, Intercolonial, National Transcontinental, and Hudson Bay railways all under one management, a board of eminently capable business men, who would be absolutely free and independent of politics, and who would represent the people of this country to as great an extent as possible. That is the only