

their property has been increased ten-fold thereby—I say when we consider those facts we cannot but feel that the Government have shown by the course they have pursued, a want of every sense of right and justice and public gratitude; and further, they have by their act placed us, the people of the Dominion, in the humiliating position of being chargeable with heartless ingratitude to the shareholders of that Railway Company, who, with their English gold, developed and built up this magnificent Province. No one knows better than the present Government that \$50,000,000 of share capital were spent by that railway corporation, upon which not one dollar of interest or dividend has ever been declared, and it is sad to think that any Government in a British Colony could act in so heartless and ruthless a manner, towards a company who have invested their capital on the faith that they might look for British honor and honesty among colonial statesmen. How dreadful it is to think that the Government could be guilty of such acts. The Grand Trunk Railway Company has had a heavy struggle to live through all the adverse interests opposed to it. It has, considering all things, done its work well. As to charges preferred by Montreal or Toronto merchants that it is a monopoly, those gentlemen ought to remember that a railway must earn its way, and they must remember that the \$50,000,000 share capital has never returned a farthing of dividend. If the road is obliged to carry at every point at under rates, how can it possibly keep its bridges, culverts, and rolling stock in proper order to serve the comfort and safety of the travelling public, and the commercial interests of the country? The result of permitting the Pacific Railway Company to use a part of their subsidy on this competing line will be that they will be enabled to crush gradually the Grand Trunk Railway Company, and depreciate the value of their bonds, until, in despair, they will be driven to sell them at any price, and in this way thousands of English families will be brought to poverty and ruin through the unwise acts of the Dominion Government, and we shall then have one grand railway monopoly extending from Montreal west, and exercising a control over the Dominion, which, in the end, may drive our people in despair

to look to Washington for better Government.

A gentleman has asked me to explain how such a large annual vote will be required for many years to operate the Canadian Pacific Railway after it is finished. If the House will allow me, I will give the particulars. The most experienced railway men will tell you that a continuous line of rails between two points does not make a railway. Structures of trestle work have to be filled up, stations have to be established and station houses constructed, transfer facilities provided, railway sidings made, new engines and cars furnished of every kind and description. Why! the destruction of property from railway casualties alone, which no care has been found sufficient to prevent in the past, is such as to require an untold amount of capital. It is computed, and I believe computed correctly, that at least 8,000 men will be required at times to keep the track clear of snow north of the lakes. I do not say they will be required continuously, but snow storms will come, and as you know that country, to the extent of 800 miles, is incapable of sustaining population, and the Canadian Pacific Railway Company will have to bring men hundreds of miles from the east and the west in order to keep the track clear of snow. The Intercolonial Railway, when the capital account was closed, cost \$22,500,000. I may be in error, but I am told that the figures have swollen to \$38,000,000.

I might mention a very peculiar fact which was brought to my attention before I left Quebec, about the Canadian Pacific Railway. It is difficult to explain how the Government permit it, but the present contractors, I was given to understand, instead of following Sandford Fleming's line, which would have taken them to the Yellow Head Pass and enabled them to cross the Rocky Mountain range with gradients not exceeding fifty feet to the mile, have adopted a route, portions of which actually have gradients of 200 feet to the mile, and on some portions 250 feet to the mile. Every railway man and every merchant knows that they could not bring up three cars at a time on a road with gradients 250 feet to the mile. Was there ever such madness, such folly, as the Government