

correctly gave the amount of the subsidy in land and money, whether by a good guess or by information supplied by the Minister of Railways I cannot pretend to say:

"We do not contend that, large as these sums are, they are too much to reimburse the Company at the present time for building such costly sections and working them at a loss. What we do say is that for the present the whole of this enormous expenditure might be avoided by simply confining the scheme to the completion of the works under contract and the extension of the road westward from the Red River to the Rocky Mountains."

The next statement of this manifesto is, that the construction of the line north of Lake Superior is unnecessary. There is the same advocacy of the Sault Ste. Marie Branch which we heard from the leader of the Opposition the other evening. I would like to give the opinion of the *Globe* on this subject as on the 21st of February 1873, when Sir Hugh Allan suggested that that route might be an advisable one to follow:

"A very cursory examination of the country to be traversed by the American road from the head waters of Lake Superior will show how fallacious all such arrangements are, and how, not only the line through British territory may be carried through, from strictly commercial considerations, but must be, if British authority is to be maintained on this continent, and our new Dominion made practically as well as in theory a great fact. Apart from all other considerations, the very fact that the line under consideration is through American territory would be a fatal objection to its being made the grand trunk line for the Canadian North-West. Those who had the command of it would in a very few years command the country. All the intercourse, both social and commercial, of the people of the North-West region would be directly with and through a foreign people, and what might at any moment become a hostile country. By a mere stroke of his pen a foreign ruler might lay an embargo upon the whole intercourse of that part of Canada which lies to the east. The bonding system, as we have lately had hinted at in connection with a region nearer hand, might be stopped capriciously, and on very short notice; the tide of emigration might be turned away from our border, to a certain extent at any rate, while everything would conduce to make the absorption of the whole territory by the States a mere question of time, and of time very short at the longest."

The *Globe* adhered to that view until very lately; in fact, it did not change it until the hon. leader of the Opposition delivered his speech in favor of the Sault Ste. Marie route. No longer ago than the 27th of November of this year the *Globe* had the following article:—

"Instead of the Northern Pacific being likely to take from Canadian routes the trade of the district north of the boundary line, it seems probable that the Canadian Pacific, east of Selkirk, will be able to take some trade from the districts immediately south of the boundary line. We may leave out of consideration the freight that will take water either at Duluth or Fort William, in competing for which the Canadian port will certainly get the Canadian trade. Let it now be supposed that both the Sault Ste. Marie Branch and the line around the north shore of Lake Superior, have been built. For all-rail freight seeking the ocean, the Sault Branch must get the whole traffic of the Northern Pacific, because it offers a route shorter by 439 miles than that *via* Chicago to New York. Montreal will certainly become the eastern port of both the Northern and the Canadian Pacific. It has been supposed, however, that the Sault Branch will enable the Northern Pacific to take from the line around the north shore a portion of the trade of the North-West. This opinion is not warranted by an inspection of the table of distances. Produce delivered at Selkirk would have to travel over 100 miles farther to Montreal by the south shore than by the north shore of Lake Superior. Again, take a point on the boundary line due north of Bismark, and it will be found that a bushel of grain grown there is more likely to go to Montreal by the Canadian north shore line than by the Northern Pacific and Sault Branch. A railway has been projected from Winnipeg to Souris River, and westward from the Souris to the Bow River district, near the Rocky Mountains. That road will surely be built at no distant day, as a commercial enterprise unaided by a Government subsidy. Freight situated on the boundary line due north of Bismark and destined for Montreal, would have to travel about thirty miles farther if it went south to the Northern Pacific than if it went north by the Souris line to Selkirk. The Canadian Railway west of the Souris will run nearly parallel to the boundary line, and about the same distance from it as the Northern Pacific; it follows that if branch lines were constructed from the boundary line north and south the Canadian route would offer to all freight on the boundary line shorter transit to the ocean than the Northern Pacific. In fact the Bow River, Souris, Selkirk, and north shore route *ought* to take the traffic of a strip of American territory some fifteen miles wide. Of course branch lines will not be constructed on mathematical direct routes, but according to the topography of the country and the necessities of the people. But the facts which are set forth show that there need be no fear that the Northern Pacific will tap the Canadian trade. On the contrary, the American trade should be

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tapped by the Canadian railways. If both Governments grant charters freely, the result will probably be that some Canadian produce will go seaward by Duluth and more American traffic by Selkirk. At any rate Montreal will get traffic from both roads, as all points on both are many hundred miles nearer Montreal than any American ocean port.

Now that has a very important bearing on this question of monopoly. If the Canadian Pacific Railroad constructed to the north of Lake Superior, would not only hold its own in competing for the trade of all the North-West, but would also, if branches were constructed into the States, attract from the northern States a portion of the traffic of that country, we have not very much to fear from the cry of monopoly. Certain political leaders before to-day have published manifestoes, and have often been surprised to find the people did not get more excited over them. I am inclined to think that the Liberal members of the House of Commons, who put forth this manifesto, will find it has not created such a tremendous sensation as they expected. But supposing we reject this contract, not because its major provisions are unfair to the country—because no one seriously argues that—but because we do not approve of this or that little detail connected with it, what is to be the result? I am now addressing more particularly my political friends. The result would be the defeat of the Ministry, and the strangulation of all those industries that have sprung up and been fostered by the now fixed policy of the present Government. The leader of the Opposition says the people will speak when they have an opportunity. I believe they will; and what will they say? They will say that the Liberal party taught them to believe that the construction of the road was almost beyond the financial power of the Dominion, and that its operation would prove to be an annual burden on the Treasury. They will say they believe that the subsidy given this Company is a moderate and reasonable one; that, as to the minor details of this measure, they do not propose to throw it overboard, and assume the great burden they have happily got rid of merely on account of those minor details; also, that this question of exempting the Company from taxation is one that ought not to weigh with the people of the older Provinces, who, I believe, will not regard this contract from that ground merely, and take upon their own shoulders again the burden of constructing and operating this railway. The people of this country will speak when they have an opportunity, and, if I mistake not, their verdict will be this: that they prefer to expose the Government of this country in the hands of those men who have had the honor and pleasure of introducing almost every good and useful measure that has ever become law, rather than entrust power to the hands of the men who, during their term of office, seemed to have done more towards depressing the industries of this country than any other Administration. The leader of the Opposition referred in terms of derision, to a fancy sketch made by someone, of the right hon. leader of the Government looking down from the realms above upon a train with the Club Cartier going west over the Canadian Pacific Railway. I hope, and believe it is the wish of every hon. member that he will have the pleasure in his own lifetime of seeing that realization of his hopes. I think that, after the time and labor he has devoted to the service of this country, he deserves to live to see accomplished the greatest work of his life. This much I feel convinced of; that if he were judged by the people of Canada, he certainly would be in a position to look down upon such a scene; but I fear that if the gentlemen on the other side of this House were to be so judged, that the miseries the people suffered at their hands for five years would lead to their consignment to a place in which, were they conscious of the motion of that train, it would be merely by hearing the rumbling of its wheels.

Mr. LAURIER. The contract now before us, and which the House is asked to sanction, is the last and crowning