

ring intervals of three years there should be a reduction. You will find that three years after that there was a reduction of 2 cents in the hundred; that three years passed by again, and there was another reduction of 3 cents in the hundred; and at the time the late government went out of power, if they had not gone out of power, we would have had another reduction of 3 cents in the hundred. But, what happened? The late government went out of power, and this government came in; and this government made a bargain with the Canadian Pacific Railway called the Crow's Nest Pass deal, by which they actually postponed the triennial reduction for several years, and made it gradual and graduated, so that for two years after it should have been reduced by 3 cents, the company charged 19 cents, and it was only last year that the reduction of the second  $1\frac{1}{2}$  cents per hundred came into operation, completing the 3 cents, begun by  $1\frac{1}{2}$  cents in 1898, and for doing this they got \$6,000 a mile more than the Conservative government were prepared to pay. Now, Sir, I think we in the North-west have reason to complain, when an opportunity like this occurs, that the Minister of Railways and the Prime Minister, who held out to us the promise I have mentioned, are not only silent, but are absent from this House, and we cannot get the relief we are entitled to.

Motion agreed to, and House resolved itself into committee.

(In the Committee.)

On section 3,

Mr. MACLEAN. I wish to draw attention to the fact, now that we are dealing with branch lines in Manitoba, that the people of that province are in rebellion against the Canadian Pacific Railway, and desire to deal themselves, in their own provincial legislature, with these branch lines. If we would allow this matter to be dealt with by the people of Manitoba, they would not allow the Canadian Pacific Railway to blanket the whole country with branch lines, without giving the people concessions in return. It has been said that a commission could be appointed to ascertain the cost of building the Canadian Pacific Railway, but so far, we have not been able to have one appointed. An hon. gentleman behind me said that he raised this question in 1895. Well, I raised it before that. Year by year the attempt has been made to devise some means of ascertaining the cost of building the Canadian Pacific Railway, and the amount on which the 10 per cent could be earned, but without success. It would be well for this House to allow this Bill to stand until we hear from Manitoba. The people of that province are prepared to give a franchise to these branch lines, but only on terms. The hon. member for South Norfolk (Mr. Tisdale), undertook to rebuke me to-day. Well, I am quite well prepared to

take care of myself when that hon. gentleman, or the acting Minister of Railways suggests that I am simply seeking cheap popularity. If the attempt to do something in the interests of the people is to seek popularity, then I must plead guilty to the soft impeachment, but I am simply doing my duty, for I was sent here to look after the interests of the people, and particularly to try and get some kind of railway reform. It is not petty constitutional questions which lawyers are fond of discussing, that the people are interested in, but something that affects their pockets, and there is nothing that touches their pockets more than this railway question.

I again call the attention of the right hon. First Minister to the fact that he has twice pledged himself and the government, that no more important railway concessions will be given the Canadian Pacific Railway, or any other railway, except on terms. He has boasted of the large concessions he obtained from the Canadian Pacific Railway in the construction of the Crow's Nest Pass Railway, but here is an opportunity by which he can gain the most important concession ever obtained in the interests of the people. I am not here to weep over vested interests. I have seen weeping tommies in the committee and in this House, and the public can judge pretty correctly what all their weeping amounts to. There is no occasion to weep for the men who have put their money into the Canadian Pacific Railway, for they are getting a very good return, and their interests are not in the slightest jeopardy. The Canadian Pacific Railway is the greatest railway proposition in the world to-day, and there is no fear of its going to grief. It has a most valuable franchise, and now is the time, when it is in the height of its prosperity, to bring it to terms and put it where the Grand Trunk Railway is to-day. No other railway has the monopoly clause enjoyed by the Canadian Pacific Railway, and yet that railway has been built by the people. It has had cash bonuses and land bonuses by the million, it has been given everything it asked for, and now, when it is asking for something more, is the time to demand a surrender of that monopoly clause, and have the company put in exactly the same position as every other railway in this country. I warn the hon. members of this House to beware how we interfere with the province of Manitoba in dealing with this question. That province, I believe, will announce to the people in a few days, that it is prepared to deal with this question, and give these franchises, and I think we would be doing well to leave this matter to be dealt with by the people of Manitoba.

Mr. JOHN ALEX. MACDONELL (Selkirk). I desire to repudiate the statement of the hon. member for East York (Mr. Maclean), that the people of Manitoba are in rebellion against the Canadian Pacific Rail-