

from Brandon for Emerson. It must go over their line to Emerson, in any case. Therefore, the exporter of grain from Manitoba and the Manitoba importer of merchandise have to pay as much for their freight over these 145 miles as they would have if only using the line from Emerson, instead of going 100 miles further. The hon. gentleman's comparison is utterly fallacious and should not have been brought up in serious discussion. Then he discussed the price we are paying for this road. He enlarged at very great length and with his usual verbosity and eloquence, with that vigor and force and fire which he puts into everything he utters on the vast prosperity of that country, and I am bound to say, from what I personally know of it, that he has scarcely spoken in too high terms of its prosperity. It would be almost impossible to overrate the prospects of a country that is having railroads built through at an extraordinary rate, and which contains the most fertile lands in America, if not in the entire world. I quite concur in these praises; it would be unpatriotic to deny these facts. But he ascribes this vast prosperity, this sudden and wonderful increase in the value of the lands of the North-West to the fact that the contract for the construction of the Canadian Pacific Railway was let to the present Syndicate. Hon. gentlemen then tell us that it was in consequence of the Syndicate bargain that prices of land had so gone up. He must know that in such a statement he was misleading the House. It is not the bargain with the Syndicate which has caused the tide of prosperity to flow in there; that had begun and was already progressing at a very rapid rate while the Government had control of the road. It had begun when the hon. gentleman's predecessors had let the contract for the road from Emerson to Winnipeg, and grown in volume every year with increasing knowledge of the country; and when the Government declared their policy of building a line across the prairies, at the rate of 100 miles a year or more which was then considered a very rapid rate, this boom certainly took a new impetus. If the hon. gentleman had gone on building the road as a Government road, the boom would have been as great and as enduring and have reached as high a culminating point as it now seems likely to do. But there would have been one grand difference, the profits arising out of the enhanced value of the lands sold would have inured to the Government instead of to this private Company, and the settlers would have had to deal with the Government, whose interest it is to get the country settled, instead of with a company which is only a land speculating company. Let us look for a moment at the enhanced value of the lands caused by the building of the railway. The hon. Minister must know that farm lands close to the railway are now held by private parties at \$8 or \$10 an acre. The land sales at Birtle in the early part of this month, averaged nearly \$4 an acre cash, and the choice lands sold at from \$4 to \$7, and this at a distance of 60 or 70 miles from the track of the railway. The hon. First Minister referred to those sales the other night in congratulatory accents, and said the Opposition would be surprised to hear what prices these lands had brought; the Opposition were not surprised, but gratified to know that their predictions of last year had proved true as to the prices the Government could have got for the 25,000,000 of acres, had they kept them in their own hands. If we take the Birtle lands alone at an average of \$3.50 an acre, we have eighty or ninety million dollars for the 25,000,000 acres of land, but if we take the higher prices which lands close to the railway are worth, say \$6 an acre, we have \$150,000,000 as the price for that land grant; and this does not include the enormous sums that the Canadian Pacific Railway have been receiving from the sales of town sites. The plot of Brandon alone, with the additions made to it, must have netted the Syndicate more than \$1,000,000. This boom which is taking

Mr. CASEY.

place in land, instead of being a cause of congratulation to hon. gentlemen opposite, is a standing disgrace to their power of foresight in making the contract. There is no doubt that one feeling which urged supporters of the Government to accept the Syndicate bargain was that they would thereby have something like finality in this contract, that they would know what they were going to pay for the railway. This expectation has been destroyed, there is no finality under the terms of the contract. Instead of the finality we were to have we have been landed in a wider sea of uncertainty than we were before, because while the construction of this road was in our hands his conduct was noticed more closely, more closely watched by his supporters and by the country, than when he is simply acting as the adviser of the Government in making a private arrangement and giving knowledge which he is authorized to give by the terms of this contract. In fact, Sir, the manner in which the Government have acted towards this Company is the most disheartening thing in connection with the whole contract. So far from Government acting as a controlling power over the Company, we find the Company acting as a controlling power over the Government. Instead of the actions of the Company being watched by the Government in the interests of the country, the actions of the Government are carefully watched by the Directors of the Company in their own interests. Even on the Railway Committee, when private Bills with regard to other railways are up, we have seen the solicitor of that Company sitting beside the Minister of Railways and dictating to him from time to time what policy the Government should assume with regard to other private railways. We have seen the result of that domination in the disallowance of those local charters about which so much has been said. We have seen in the grants of timber which have been made in territory which we do not yet know whether it belongs to this Dominion or not. We have seen it in the proposal to allow the Company to shorten its route in order to diminish the subsidy it will have to pay. We have seen it in a hundred instances, and as challenges are in order I must challenge the Minister of Railways to name one instance in which this railway have asked anything of any importance and had it refused to them. If such has been the case we will all be glad to hear of it. In fact the hon. member for Wentworth (Mr. Rymal) was too limited in the scope of his remarks when he called the hon. gentleman who was at your left last night the servant of his masters, meaning the Railway Company. I think these masters have many servants, and the opinion is certainly borne out by the whole course of the Government since last year, showing as it does that the most obedient of their servants are the members of the Government of this country. In fact, they are extending their influence over the whole railway business of Canada. They are constantly using their influence to make themselves more wealthy and more powerful than we ever imagined they could be, and tending to make themselves the dictators of this country. The real power behind the Throne, which regulates the action of the Government in connection with all railway business, appears to be the influence, of whatever nature it may be, if it is not political influence, of this gigantic cry of railway men and land speculators.

Bill read the second time, considered in Committee and reported.

SUPPLY.

Sir LEONARD TILLEY moved that Mr. Speaker do now leave the Chair for the House to go again into Committee of Supply.

Motion agreed to; and House resolved itself into Committee.