and along the line. And I believe
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I DECLINE TO BE BOUND

we are to get

the first everge. The Syndhese has substrated blooks, but it seathful to stopped and which is still as a very consistent of the strain of the control has been been and the same thing. The state of the control has been been and the same thing. The state of the strain of the control has been and the control has been and the same thing. It is that it same the control has been and the same than the strain of the control has been and the same thing. It is that it same the control has been and the same than the strain of the control has been and the same than th

to take off your shoulders some portion of this burden which is involved in the lends, for they have the right of selection of the branch lines that may be exempt

The strategy of the control of the c

and Quebec who are spending their money to bring the trade of the North-West here because that would destroy the last chance that you have of recouping yourselves for the expenditure which you have already incurred, and are about to incur. Yet the Minister says that that is the practical security from being overcharged in the freight, and that you need not be alarmed about any opports which is the best and cheapest way through this not want the grown of this country to go through its natural route which is the best and cheapest way through this port of Montreal. I say that is where the traffic ought to go, and where it will go if you take care not to give the power to these people that he says you of your fate, worthy of your loss, if you permitted him, when he tells you that is a security, to implement a contract, which informs you that every income into operation. (Applause.) But they want them, and I don't suppose they will buy them as they want them, and I don't suppose they will buy them as they want them, and I don't suppose they will suppose they will import a pound of rails before the duty comes into operation. (Applause.) But there is a principle at stake—the great way through this port of Montreal. I say that is where the traffic ought to go, and where it will go if you take care not to give the power to these people that he says you of your fate, worthy of your loss, if you permitted him, when he tells you that is a security, to implement a contract, which informs you that every incomes into operation. (Applause.) But they want them as the Government, which that subject and I before we deal with that subject, and I before we deal with that subject and I before we deal with that subject was listore they will buy them as they want them as the Government, which that subject and I before we deal with that subject was a value in the government, which that subject and I before we deal with that subject was a value in the fow that they got from the tiovernment, which that subject and I before we deal with t contract, which informs you that every in-terest in the North-West that Montreal has hear.) Now is your

without their consent; and, secondly, East and the West. If these two things they can alter it when it has been formed. Now there has been similar legislation in the Western States, but tively speaking, almost unburdened, us proceed to

LAST AND ONLY CHANCE

don't believe myself in that mode of starting an industry, but I do believe mest heartily in the people of this country being put upon the same footing, high and low rich and poor. But if there is to be any distinction, it should not be to the advantage. tinction, it should not be to the advan-tage of the rich. I believe that you and I are the poor, and the Syndicate the rich; and therefore I believe that there is rich; and therefore I believe that there is feeling of the sufficiently powerful also to prevent its enforcement. But you will be surprised to learn that these precautions which existed with reference to the railway companies, built by private enterprise and capital, at their own risk, are not the precautions which exist with reference to this concern. What the General Railway Act says is this: That the Governor-General-in-Council shall sanction the

FIEST TARIFF OF TOLLS;

and, secondly, he may at any time cause an alteration to be made in the tariff of tolls which has been once established. First, that is no tariff can be put into operation without their consent; and, secondly, they can alter it when it has

DEVELOPE THE NORTH-WEST with the tools that we have got. Let us go to work prudently, and not go in with the expensive ends of the road. (Hear, hear.) I have shown you that \$150,000,000 in this property that is required, and put aside the rest; develop the West, and put aside for the present these far-reaching projects. with the tools that we have got. Let us g to alter the tariff shall, for them only, arise after their net profits amount to 10 per cent. Why were they not subject to the general law which affects railways that were constructed by private capital, and why should it only take effect on this Company when their profits reached 10 per cent.? But this to construct the per shown you that \$150,000,000 in this arrangement are practically devoted to the for the present these far-reaching projects the road. I don't think that the Province of British Columbia, whose lands have not been found worth the cost of the road there, would have any right to complain if we cent.? But this to construct the road that ruinous accomplain if we postpone that ruinous accomplain if we contain the rest; develop the West, and put aside for the present these far-reaching projects the road of the prosent these far-reaching projects the road of the prosent these far-reaching projects the road. I don't think that the Province of British Columbia, whose lands have not been found worth the cost of the road there, would have any right to complain if we postpone that ruinous accomplain if we prosent these far-reaching projects the road. I don't think that the Province of British Columbia, whose lands have not been found worth the cost of the road there, would have any right to complain if we postpone that ruinous accomplaint is required, and put aside for the present these far-reaching projects (Loud and prolonged cheering, during which the hon. gentleman resumed hiz the rest; develop the West, and put aside for the present these far-reaching projects.

by the postponement till some other day when we are better off, and better able to grapple with these enormous evils which in this generation, and that last and only Administration in 1871 brought on us when under the General Railway Act, intervene to regulate the rates, and he says that they have been very careful to preserve that.

Now that Act has been in the Statute Book long an industry and that mode of start-

y be, of unproductive land, which has put such burdens of exemptions monopolies as would render it useless to thwart their will or the humbler, the more modest, more practical substitute, which is more commensurate with our times and more likely to do us

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