

honorable, that they have the necessary means, &c., but who can assure us that these gentlemen will remain in the Syndicate? Who can assure us that in six months they will not have transferred to others the rights and privileges that we are about to grant them? Have we a sufficient guarantee that the road will be built when we require, as security, only one per cent. from the Syndicate, whilst ordinary contractors are obliged by law to deposit with the Government five per cent. on the price of their contract? That is an injustice that we are committing to the detriment of those who have contracts with the Government. Now, I am not opposed to the construction of the road along the north shore of Lake Superior, but I do say that the Government should subsidize a line of railway passing by Sault Ste. Marie. The road to the north of Lake Superior has the advantage of being on Canadian territory, and it is for this reason that I am not opposed to it; but, on the other hand, as this road will not be completed before ten years, the Province of Quebec will be debarred, during these ten years, from the profits accruing from the western traffic; whereas, by subsidizing a line passing by the Sault, this railway would be in operation before the end of three years, and being the shortest route, traffic will necessarily take that direction. Then Montreal and Quebec, which are our nearest ports, would enjoy, seven years sooner, the immense advantages of the western trade. And what will prevent us from carrying on the construction of the road to the north of Lake Superior, especially when we shall have succeeded in drawing the western traffic away from the American roads, to the benefit of the Province of Quebec more particularly? We will then be able to complete this immense railway on Canadian territory. The scheme of the Government being opposed to the few remarks I have just made, being, in my humble opinion, contrary to the best interests of the people whom we have been prevented until the last moment from consulting, I will vote against the Bill.

Mr. ANGLIN. The importance of this subject is manifestly so great that I am sure hon. gentlemen will not display very much impatience if I occupy the time of the Committee for a few hours, perhaps, in stating as briefly and tersely as I can the reasons why I believe the proposals submitted should not be approved. In the course of the debate, so far as it has gone, a great deal of matter very irrelevant indeed has been introduced, almost entirely, however, by hon. members who spoke in favor of the resolutions now before the Committee. That was probably owing to the fact that they had little indeed to say in favor of the resolutions. They spoke to us of former schemes and propositions, and quoted at length from speeches made at various times, and under somewhat different circumstances, by leading men on this side of the House. They strove in this way to divert attention from the question which really should have occupied the attention of this Committee, and to persuade hon. members that the present bargain is, in some respects, a better bargain than any that had been previously submitted to Parliament, and that, therefore, without any regard whatever to the merits of the case, they thus should support it. This would not have been so very objectionable if the quotations had all been properly used, and if the statements which hon. gentlemen supposed they were sustaining by those quotations had not been so extremely inaccurate. It is not true that this is the best bargain that was ever submitted to Parliament. It is not only intrinsically a bad bargain, but it is the worst bargain, the worst mode of constructing the Pacific Railway ever proposed to Parliament. Some hon. gentlemen have alleged that it is a better bargain than that made with Sir Hugh Allan several years ago. I think the right hon. leader of the Government, in that now famous speech of his made at Halifax to those young gentlemen with an address, declared that it was a much better bargain made than that made with Sir Hugh Allan.

Mr. FISER.

Allan, that the terms were very much better than those which Mr. Mackenzie had proposed, and that Mr. Mackenzie himself would be compelled to admit, in his place in Parliament, that this was the best bargain ever yet made for the purpose of constructing this railway. The hon. Minister of Railways attempted to persuade the Committee that this was indeed a very much better bargain than any of the previous ones. Why, he said, with regard to the standard of the railroad, it was precisely the same as that stipulated for in the Allan contract. There, as we found out, he made a most egregious blunder, a most extraordinary blunder for a gentleman holding his position, who had taken so large a part, it is to be presumed, in the negotiations leading up to this contract, who was the chosen mouthpiece of the Government, to state to this House what the terms and the merits of this extraordinary bargain were. The leader of the Opposition took occasion to set him right on that point very quickly indeed. We find that the standard to-day is very much lower than that set forth in the contract with Sir Hugh Allan. This is not a contract for building the road such as the Union Pacific was in 1873, but a contract to build a road of a very inferior character—to build such a road as the Union Pacific was when first constructed. Sir Hugh Allan, on the contrary, was to build not only as good a road as the Union Pacific was in 1873, but further provision was made that the grades and curves should be superior to those of the Union Pacific, as it was in 1873, whenever the character of the country would permit of their being superior; so that we have to-day the very lowest conceivable standard for this railroad, and yet the hon. Minister of Railways proceeded as coolly, as if there were not this marked difference, to compare with the railroad which the late Premier proposed to build with the one which this Company are to build if this contract goes into operation. Why, it would be as reasonable to assert that a well furnished dwelling-house would cost too much, because it could be shown that on exactly the same piece of ground, covering exactly the same area, a barn might be built for one-half or one-third the cost. The hon. gentleman then made various comparisons to show that the hon. member for Lambton, when Premier, had brought down an estimate which showed that the whole road would cost somewhere about \$120,000,000, and that the present leader of the Opposition introduced another estimate. The hon. gentleman proceeded to argue very gravely that there was a monstrous inconsistency in this, until the hon. member for West Durham took occasion to correct the hon. gentleman, and to show him that he had used exactly the same estimate as the member for Lambton—that the figures he quoted were taken from Mr. Mackenzie's estimate for a portion of the road. The Minister of Railways also asserted that this was the very best proposal that had ever been submitted to Parliament. He even went a great deal further than this, and asserted that the proposal to postpone the construction of that part of the road running north of Lake Superior was in some inconceivable way or other a proposal to do some serious injury to the Province of Quebec. What, he said, will the hon. leader of the Opposition never allow the Province of Quebec to have its railway? Are we to be shut out from railway communication for all time, or something to that effect. The hon. Minister of Railways, I think, had no cause whatever for his extraordinary display of zeal on behalf of the Province of Quebec. The late Ministry showed how truly they had the interest of Quebec at heart when they made their bargain with the Canada Central Railway, and their bargain for the construction of the much-abused Georgian Bay Branch, both of which would have the immediate effect of placing the whole Province of Quebec in direct and immediate communication with the great North-West. The Georgian Bay Branch was a work particularly intended to promote the interests of the Province of Quebec. In