

ernment, which has been read in another place.

Mr. SCOTT — Why not amend the Bill in that sense?

Sir ALEX. CAMPBELL — It would be inconvenient, and I do not think it is necessary.

Mr. MILLER — It is a declaration by the parties as to the construction of the clause.

Sir ALEX. CAMPBELL — I have looked into the state of the Union Pacific Railway in 1873, and find that in August of that year the Government Inspectors of the United States were sent over that road to examine it, and in the December following they made the following report to the Secretary of the Interior:—

*EXTRACTS from a report made by the Government Directors of the Union Pacific Railroad to the Secretary of the Interior, in Dec., 1873.*

"A visitation of the line of the road was made by three of the Government Directors during the month of August last. The entire line was passed over by daylight, and the examination made suggested some subjects of interest, upon which we deem it advisable to report."

"The Government Directors found the road its equipment, and the appointments necessary to the maintenance thereof in a condition highly satisfactory. Probably no equal number of consecutive miles of railway in the United States can be found in better condition."

Nothing can be stronger than that; nothing more, I think, is required to show clearly that the standard we chose was a good and safe standard. It was chosen because the Union Pacific ran in the same direction over the same obstacles, meeting the same prairies and mountains as our railway meets and overcomes.

Mr. MILLER — It was the same standard in the second Syndicate.

Sir ALEX. CAMPBELL — And as my hon. friend from Richmond says, the same standard was adopted in the second offer. I have looked at the business done by this road in 1873, because you can infer from that whether the road was in a good or a bad condition. I find that it carried 174,894 passengers more than ninety-five millions of

miles, and 487,484 tons of freight over 223,000,000 miles; the net earnings, over and above working expenses, amounted to \$5,291,000. A road that can carry that number of passengers and that amount of freight over so many miles, pay all expenses and net to the good \$5,791,000, is a road in good order. Then, another objection is that it is a gigantic monopoly. It was necessary to make it a monopoly in a certain sense, but that it is a gigantic monopoly in any sense prejudicial to the country I entirely deny. In the first place, it must be borne in mind that the road will run west not far from the parallel of Winnipeg. We will suppose that it runs on that parallel—it does for the first hundred miles, and I believe for the second hundred also—it may afterwards run a little south, but it turns to the north again. There is no monopoly of any description north of the line. The country on the north side of the Pacific Railway is left perfectly free to anybody and everybody, and no provision whatever is contained in the charter making a limitation of any kind. The greater part of the country is to be found to the north of the line not to the south of it: to the north an immense territory stretches out towards the Peace River, containing the bulk of the valuable country. To the south there is a monopoly in this way: that all railways must run in a westerly or southwesterly direction, and only the Pacific Railway Company itself is allowed to run lines in a southerly or southeasterly direction.

Mr. SCOTT — Hear, hear!

Sir ALEX. CAMPBELL — My hon. friend says "Hear, hear." The object of that is to prevent other people—I will show presently why there is no danger to be apprehended from the Pacific Railway Company—from constructing railways which would carry off business to the south by lines through Minnesota and Dakota. But there is no occasion for such a restriction as against the Pacific Railway Company, because they will own the whole line of railway running from Selkirk to Thunder Bay and eastward, north of Lakes Superior and Huron. Fifty millions of money will be involved on their part in the maintaining of business on the line of

the P  
theref  
there t  
to tak  
no of  
their  
out.  
shall  
they  
author  
Pacific  
they  
while  
directi  
for the  
interes  
the P  
order  
cess, b  
the P  
are a  
very  
idea o  
butari  
ment  
traffic  
ceases  
think  
view,  
one,  
a pe  
It is s  
oppose  
cate w  
becaus  
rung  
in mi  
The fr  
York.  
this:  
of rail  
them s  
of gett  
short l  
from t  
States.  
the lin  
York,  
pose ti  
to the  
parati  
be bor  
the rig  
the so  
busine  
future  
tlem  
subjec