

sideration of about \$140,000,000, while the railroad itself is estimated by Government to cost not more than \$84,000,000, and that the consideration proposed to be given, is excessive, and that the contract is in the highest respect objectionable ;—which was negatived.

Mr. BEEFEE (Surlary) then moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the present construction of the Canadian Pacific Railway in British Columbia is premature and will involve the country in an expense beyond its reasonable capacity, and will result in the maintenance of too high a rate of taxation, while the postponement of that part of the undertaking, till after the completion of the Prairie Section, will enable it to be constructed at much less cost, and within a reasonable time ;—which was negatived.

Mr. LAURIER then moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway provides for the construction of between 6 and 700 miles of railway to the North of Lake Superior between Lake Nipissing and the junction with the road from Thunder Bay, through a difficult and uninhabited country and at a vast expense, that a mere fraction of the cost of this road would, if applied as a basis of credit, secure the construction of those 63 miles common to the through line and to the Sault Ste. Marie Railway, and also of the remainder of the line to Sault Ste. Marie within 3 years ; that the line by Sault Ste. Marie would give Ontario, Quebec and the East, railway connection with the North-west of nearly the same length, and of better quality, than the proposed North Shore line ; that it would also give to Canada a great trade from an enormous area of the Western States, extending from the boundary to a point south of St. Paul, and even now inhabited by about 1,200,000 souls ; that it would secure a way traffic ; that it would thus give within 3 years and at a fraction of the cost of the other line, greater benefit than can be secured by that line in 10 years, which is the period stipulated for its construction ; that it would bring both the Western States and the Canadian North-west into connection by rail with the ocean steamers at Montreal and Quebec on a route shorter by about 300 miles, than the existing route to New York ; and this advantage together with the further gain of about 250 miles in the ocean voyage to Liverpool, would give this route a commanding position, and secure great benefit to the country at large ; that the construction of the line to the Sault or Goulais Bay would also give a first-class rail and water route *via* Sault Ste. Marie and Thunder Bay, within our own limits by the shortest possible line for the transport of emigrants, goods and produce ; that the construction of the line from Sturgeon River to or beyond Thunder Bay to the North of Lake Superior, is under the circumstances premature, and should not be now undertaken ;—which was negatived.

Mr. MILLS moved in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract for the construction of the Canadian Pacific Railway, while it gives to the company the absolute and perpetual right to build branch lines of railway from any point or points along their line, to any point or points within the Territories of the Dominion, and cedes to the company free all Government lands required in connection with such branches, provides that for 20 years no line of railway shall be authorized by the Dominion Parliament or by any new Province to be constructed South of the Canadian Pacific Railway from any point at or near that railway, except such as shall run South-west, or to the Westward of South-west, nor to within 15 miles of the boundary between the United States and Canada ; the same contract cedes to the company the only existing outlets of the North-west, namely the Pembina branch, being the outlet Southward, and the Thunder