make it expedient that three competitive routes be provided in order that the fullest competition may be brought into existence ; but the argument cannot be seriously advanced that the object of the present policy is to accomplish any such result. On the contrary it is manifest the effect thereof will be the very opposite of that predicted by the Honorable Minister af Railways.

It is well known that the railway from St. Paul to the boundary line is mainly owned by gentlemen who are also members of the Canadian Pacific Board.

The railway from St. Paul to Chicago is controlled wholly, or to a very large extent, by a great American capitalist. The next link in the chain of communication (the Michigan Central) is presided over and controlled by the same gentleman, and the Michigan Central owns or controls the Canada Southern Railway, which—connecting with the line proposed to be leased (the Credit Valley)—already places the American system in Toronto.

Upon the completion of the Ontario & Quebec railway, the effect will be, if the proposed leasing arrangments are permitted, that the whole route from Montreal to Winnipeg will be under the control of the gentlemen referred to, and the Canadian Pacific Railway Board. The two routes thus represented, closely united by the ties already known to exist, will undoubtedly be used to exclude from the Northwest all competition by way of the Grand Trunk Railway system ; and I would respectfully ask what competition is likely to be permitted under the circumstances, between the Canadian Pacific Railway proper and the route through the States I have just referred to?

The experience of this Company in its relations with American Railway Companies, where the right of independent action does not exist, is, that it has practically been driven out of competition by being held firmly to a certain scale of rates, whilst the competing and controlling interest has had the power of relaxing tariffs in favor of its own route.