

rejoice over its completion and to praise the distinguished statesmen who have carried it out. Henceforth, Mr. Chairman, we know the extent of our liabilities in respect to this railway. It is not \$180,000,000, nor even \$150,000,000, with several millions a year to equip and work it, that we will have to pay. We will only have to pay \$25,000,000, besides the works yet to be done for \$14,000,000, in all \$39,000,000, or about \$3,900,000 a year for ten years, and then we are free for ever. We will not have another penny to pay either for the construction or the running of the road. But they tell us: "You give, besides, 25,000,000 acres of land." Yes, but it is so much taken off the burdens of Canada. We should all then be glad to learn that we can, with these lands in the North-West, pay a part of the cost of the construction and working of the railway. Moreover, by this arrangement the Syndicate will be interested in the development of the North-West; and as we have alternate lots of land, we are sure that when the Syndicate sells an acre, the Government will sell as much, and the proceeds of this sale will help the Government to pay the interest on the moneys that we are spending on this great work. We, the representatives of the Eastern Provinces, should be delighted to find that the Government has succeeded in making the North-West pay a considerable portion of the cost of the Pacific Railway. They add: "You give the Syndicate an unprecedented monopoly." Is it for us, of the Eastern Provinces, to complain of that? We build a railway which will be an immense benefit to the future inhabitants of the North-West. This monopoly was one of the considerations that secured and hastened the building of the road. It is, therefore, only fair that the people of the North-West should pay the working expenses of the road by submitting to the monopoly of the Syndicate, which, moreover, is not excessive. I represent, Mr. Chairman, the electoral division that will profit the least by the Pacific Railway. Yet I do not hesitate to say that my constituents will hasten to ratify the vote that I am about to give in favor of the Government on this question. My constituents would be so glad to have a railway themselves that they are not jealous when railways are built elsewhere. And if my constituents were asked: "Would you be willing to give a like monopoly to a company that would build, in ten years, commencing at both ends and in the centre, a railway from Quebec to Lake St. John?" I assure you, Mr. Chairman, that they would promptly answer: "Yes, by all means grant the monopoly." This monopoly may exist to-day. The hon. member for Quebec East has just likened it to the *tenure seigneuriale* which existed in Lower Canada, and which created such uneasiness. Yes, but it should also be said that when the people of Lower Canada became rich enough to get rid of these rights, by paying an indemnity to the *seigneurs*, they did so. Now, one of the considerations for which the Syndicate undertakes the construction in ten years of the Pacific Railway is precisely this monopoly; but the North-West will have the price of this monopoly in the railway that we are giving it. It is to be supposed that the North-West will fill up rapidly, that in twenty years it will contain perhaps 3,000,000 souls. Well, this population will then have its local legislature, and will be rich and flourishing. If the Syndicate's monopoly presses too severely, they will buy it off by paying an indemnity to the Syndicate, and nothing could be fairer. We are not going to pay alone all the costs; we want the North-West to pay a considerable portion of them. That is why I do not complain of this monopoly. So you see, Mr. Chairman, that the monopoly granted to the Syndicate should not alarm us. What most pleases me in the contract now before this House is that in ten years this railway will be in operation from one end to the other; in ten years Canada will profit by this gigantic undertaking. That is another consideration that should induce us to accept the contract. Even were I told: "Grant a delay of twenty-five years for the construction

of the road, and it will cost you one quarter less," I would say, "No." It is better to pay dearer and have the benefit fifteen years sooner. Since we must build the road let us have it as soon as possible. Let this road contribute, as quickly as possible, to the wealth and prosperity of Canada. The contract entered into with the Syndicate brings the liabilities of the Government to an end. We can, therefore, at once examine our financial situation, and look around us to see what other improvements the country requires. We have secured the development and the prosperity of the North-West, and we know that by so doing we have not exhausted our resources. It will be for us to turn our attention henceforward to the east. We have a "North-West" in the Province of Quebec. We have an immense region extending from Three Rivers and Quebec to Lake St. John, where we find a magnificent valley containing more than three million acres of arable land of superior quality. We have, besides, between this valley and Quebec, more than a million acres of arable land of fair quality. We have, moreover, very rich forests and all kinds of mines. I say to the west: "We have secured you the Pacific Railway, now give us assistance. Help us to build a railway to Lake St. John." I am, therefore, full of hope and confidence in voting for this measure. I am sure that, henceforth, our statesmen will turn their attention to the east, and I am satisfied that in a few years Lake St. John will have its railway. Our statesmen have just secured the construction of the Pacific Railway, a road a thousand leagues in length; it will not be difficult for them to secure the building of the Lake St. John road, which is only fifty leagues in length. I am, therefore, in favor of the Pacific Railway, because I want a railway to Lake St. John; I am especially in favor of this latter road. We will have it, because the Government is desirous of developing the east as well as the west. I thank the House for its kind attention.

Mr. FISET. Mr. Chairman, the hon. member who has just spoken so eloquently pretends that, on the hustings and elsewhere, the Opposition maintained that the cost of the Pacific Railway would reach \$150,000,000, or even \$180,000,000. That is an exaggeration. I do not believe that our party ever uttered such an opinion. We may have said that the cost of this great undertaking would reach \$120,000,000; and with the conditions of the present contract, and all the other privileges granted to the Syndicate, I think it will not fall far short of that sum. The hon. gentleman also stated that the monopoly granted to the Syndicate was one of the reasons that induced him to vote for the scheme brought down by the Government, and that he would pledge himself to obtain from his constituents the same privileges for any company that would undertake to build the Lake St. John Railway. Perhaps he might do so, if he contented himself with making known to his constituents only a part of the dangers of such a monopoly; but if he were to tell them that the company, once the road was built, would charge them double the prices charged by other railways for carrying their produce to the nearest market, I very much doubt whether they would accept my hon. friend's conditions. That is, however, the privilege that the Government grants to the Company that is undertaking the construction of the Pacific Railway. The hon. members on the other side of the House talk of the construction of the road in ten years, as if it were an accomplished fact; in their minds there is no doubt, no uncertainty, that the road will be built. But in 1871, these gentlemen promised us to build the road in the space of ten years; these ten years have almost elapsed, and yet the line is hardly located, and only a few miles are completed. Therefore, instead of being as certain as these gentlemen are that the road will be built in ten years, we are justified in fearing that it will not be then completed. I am willing to admit that the gentlemen composing the Syndicate are