

that everything that he has stated here in his resolution as so essential in his judgment, and as being so much better than the proposal of the Government, is not only all attained, but is attained without the sacrifice of what he proposed to sacrifice—of a through line through our territory, open at every period of the year, not leaving us dependent for six months of the year on the long, circuitous and expensive route, through the United States of America. The hon. gentleman will also find that under this changed policy we confidently believe that instead of requiring ten years which the contract gave these gentlemen for the construction of a through line of the Canadian Pacific Railway, within five or six years from this time at the furthest this line will be open for the traffic of the country from end to end. As we have disposed so entirely to the satisfaction of the hon. member for Quebec East of the only objection he had to our policy, as set forth to his resolution, I pass on to the next—the resolution of the late Minister of the Interior (Mr. Mills.) He moved :

‘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 twenty 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 fifteen miles of the boundary between the United States and Canada ; the same contract cedes to the Company the only existing outlets to the North-West, namely, the Pembina Branch being the outlet southward, and the Thunder Bay line being the outlet eastward ; the Company embraces the chief proprietors of the St. Paul and Manitoba Railway, the only present means of railway communication with the North-West ; and, thus not only is there no provision for securing competition, but there is provision securing the Company against competition, and they are secured in a monopoly of the trade and traffic of the North-West for at least twenty years, and that the said contract is, in this respect, objectionable.’

Now, Sir, it is rather singular that the hon. gentleman should have taken so much trouble to expand on the Journals of Parliament a contradiction of his own policy. Here was a great Company undertaking to construct a great line of inter-communication through our country, and yet Sir, they were to build those branches right and left, without receiving one farthing of money or one acre of land as a bonus towards their work. Yet the hon. gentleman's policy was to allow any persons who chose to organize a Company to construct lines through the country, and pledged the country to give them ten or twelve, or twenty sections of land per mile without returning a single cent to the Treasury of the country. I think, Sir, he should have been the last