

country, and they involved, as we contended, a direct violation of the terms upon which British Columbia became a part of this Confederation, and about which the hon. member for Richmond and Wolfe (Mr. Ives) has spoken so much. Those terms were that the railway should be commenced within two years after the compact between British Columbia and Canada was assented to; that the road should be completed within ten years thereafter, that the burdens of the people of this country should not be increased; that the rate of taxation then existing should not be increased for the purpose of the construction of this railway. I say, further, Sir, that the circumstances under which this contract was submitted to Parliament were of the most suspicious character. We know that the First Minister of this Dominion and some of his colleagues went to England, in the year 1880, with the view of enlisting the support of the capitalists of England in the construction of a Canadian Pacific Railway, and assurances were given to us from time to time in the Conservative press that the mission of the First Minister had been successful, that, in fact, he had accomplished the crowning achievement of his life and had been able to obtain the assistance of capitalists in England, France and Germany, in the construction of a Canadian Pacific Railway, and that the people of this country would not have to spend a single dollar for that purpose. We had the most solemn assurances from hon. gentlemen opposite that this contract was signed, sealed and delivered in England before the First Minister left the shores of England that the hon. gentleman had succeeded in obtaining the assistance of English, German and French capitalists in the construction of the road, that the construction of it had passed from the Canadian Government to the control of monied men, men whom we were told were men of immense resources, of unlimited means, and that the people of this country would not be called upon to pay a single dollar for the construction of the Canadian Pacific Railway. Sir, the hon. gentleman, on his arrival in Canada from England, was feasted in many parts of the country, and among other places in the city of Montreal; and for the purpose of completing my review of the conduct of hon. gentlemen opposite in relation to this railway, I shall read to you a few remarks made by the First Minister on the 27th of September, 1880, in the city of Montreal, about the success of his mission:

"I have great pleasure in telling you, gentlemen—though I cannot go into the matter fully, because I am merely the agent of the Governor in Council, sent to Great Britain along with two of my colleagues, and must submit the arrangements we have made for the approval or rejection of the Parliament of the country—that we have made a good arrangement with a number of capitalists, not alone in England, but in Germany, France, the United States and Manitoba; we have made a combination of forces which will not only be quite sufficient to build the road, but will have additional influence to turn the great current of German emigration from the United States to Canada. We have received security—satisfactory security—for the proper construction and running of the road for ten years after its completion, which will be twenty years hence. We have made an arrangement, not that the road shall be built through a fertile district and left untouched in the wilder parts, but that it shall be constructed, whether through a wild or a fertile district. We have made an arrangement by which the land will be put upon the market and sold at once, by which means there will be a continuance of systematic emigration to the North-West. We have secured the running of it for ten years after it is built, and when I tell you that when the road is finished it will not cost the country a bit more than the arrangements would that I made with Sir Hugh Allan in 1873, you will, I am certain, rejoice with me. * * * We have made an arrangement by which the road is to be built; we have caused a desire on the part of a settler to emigrate to Canada, and the road will be built without costing one cent to the people of Canada. We have made the arrangement 'a contract firm.' The contract will be carried out, the railway will go, on whether Parliament meets in November or February. The railway will go on all the same, and we will trust to Parliament and the country to sustain us in our course. The contractors are men of means, millionaires, capable of building a dozen railways. They are quite willing to take the risk of going on at once, and they will do so."

At that very time, when the First Minister was deceiving and misleading the people of Canada by these boastful utterances, the hon. gentleman had accom-

Mr. CAMERON (Huron).

plished nothing. The hon. gentleman had no contract. The hon. gentleman had not a scrap of paper binding anybody in Canada, England, France, Germany or elsewhere, to construct a single foot of the Canadian Pacific Railway. The contract subsequently submitted to Parliament bears date 21st October, a month after the hon. gentleman had delivered that boasting speech to his admirers in Montreal. The contract itself, when submitted to Parliament, was of the most extraordinary nature. It involved such extraordinary concessions, grants in money and in land, such extravagant privileges, such extensive franchises, such extensive exemptions, such great monopolies, that the representatives of the people in Parliament, even the friends of the hon. gentleman, were surprised and astounded at the magnitude of these subventions. What were the subventions? I wish to direct the attention of the people of this country to a short historical sketch, which I propose to give, of the connection between this Government and the Canadian Pacific Railway Company, and the terms upon which this Government purposed to give the contract to the company. By the terms of this contract the syndicate agreed to construct such portions of the Canadian Pacific Railway, extending from Callander to the Pacific Ocean, as the Government of Canada had not constructed or agreed to construct, by 1st May, 1891. The Government of this country agree to hand over to this company, completed: 1. The Lake Superior section of the Canadian Pacific Railway; 2. The road from Kamloops to Yale; 3. The road from Yale to Port Moody; 4. Suitable station buildings and water service on the portions so constructed by Government or to be constructed; 5. The road from Emerson to Winnipeg; 6. 25,000,000 acres of land; 7. \$25,000,000 in cash; 8. All land required for the road bed, stations, station grounds, workshops, dock ground and water frontage at the termini on navigable rivers, buildings, yards, and other appurtenances required for the convenient and effectual working of the railway; 9. Government agreed to admit free of duty all steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges to be used in construction of the railway and telegraph line; 10. Also, all telegraph apparatus; 11. Government agreed to convey to the company, at cost price, and without interest, all rails and fastenings bought by it since 1879; 12. The Government agreed to extinguish the Indian title to the lands so to be conveyed to the company; 13. The Government gave the company the right of locating the line of railway as the company might see fit; 14. Government gave the company the unlimited right, the monopoly, of constructing branch lines; 15. And the monopoly of constructing all lines south of the Canada Pacific Railway; 16. The Government gave the company the right to prevent the construction of any line to within 15 miles of international boundary; 17. Government agreed to the exemption of railway stations, station grounds, workshops, buildings, yards, and other property, rolling stock appurtenances and capital stock of the company, from taxation for all time; 18. The Government agreed to exemption of lands from taxation until sold or occupied. Those conditions, concessions, grants, privileges, monopolies, were so different from what the First Minister led the people to believe they were in his speech delivered on 27th December, 1880, in Montreal, that the people were astounded at the nature of the propositions. The hon. gentleman submitted the proposals to Parliament on 10th December, 1880, and on the following Monday the Minister of Railways moved the House into committee to consider the resolutions. Up to that time no information had been given to the people or Parliament as to the nature and extent of the concessions made and the grants given under the contract. No information was given as to the steps taken by the Government to call for tenders and invite competition for the construction of the railway. No information was given as to the