

vidual who was going to take up the most ordinary business transaction. I am opposed to it on other grounds—on account of the monopoly clause. Some people think that all right. I think the monopoly clause ought to condemn the transaction *in toto*. But more than that, I am opposed to the arrangement on account of the extraordinary and extravagant grant of land which has been given to Mr. Mackenzie and Mr. Mann. It has been arrogantly proposed to compare this road with the Canadian Pacific Railway with their four thousand miles of railway, a road which is not only a commercial but a political and military necessity, and which has been the means of binding together and making Canada the great country which she now is, and they compare with it this miserable little one hundred and fifty miles of tramway, and because large concessions were given to the former these should be given similar concessions with our eyes shut with regard to the latter. Now, it seems to me a most extraordinary thing that such a bargain should be made. I am satisfied that no contractors in the world could have come to the government and made a demand such as this contract shows. It must have been given by the government themselves, who put forward these enormous concessions and gave Messrs. Mackenzie & Mann such a contract with such concessions, as no one would think of asking, and which never has been done in any country before except in the case of the Panama Canal and some other matters which contained enormous provisions of this nature. They gave such exceptional advantages to Mackenzie & Mann that it seems to me they could not have demanded them, they are so different to what they do give to any other settlers who go into that country. Usually in granting lands of the Crown the government reserves the right of precious metals that are discovered thereon. To Messrs. Mackenzie & Mann they give not only the precious metals but all the baser metals. In their usual dealings, the settlers in the country find it very difficult to get the ownership of the land themselves, but Messrs. Mackenzie & Mann are given the full ownership of the land. From the ordinary miner the Crown exacts a royalty of ten per cent; from these great capitalists they exact a royalty of only one per cent. I wonder if any of you have ever taken into consideration the extraordinary area that is covered

by the land grant to this company, an area of land between seventy and eighty miles long and the same in width. Contrast it with the area of some of the kingdoms of this world. This area of land is two and a half times the size of Prince Edward Island; it is nearly one-third the size of Vancouver Island; it is three-quarters the size of the principality of Wales; it is one and a quarter times as large as the colony of Jamaica; it bears comparison in area with many a European kingdom; it is one-half the area of the kingdom of Belgium; one-half the size of the kingdom of Holland; and it is one-third the size of the republic of Switzerland; it is about equal in area to the kingdom of Saxony, and it exceeds in area many of the important Grand Duchies of the German Empire and this vast domain which many a crowned head in Europe would envy, it is being handed over to these contractors as "boot," as a bonus in addition to extraordinary concessions which, of themselves alone, would make the contract a most favourable asset. There is an effort being made to belittle the value of the concessions given by this contract. I know that not only supporters of the government, but members of the government themselves, are going about and saying, "Why, it is perfectly startling the risk which these gentlemen run in taking hold of this contract without knowing more than they do about the country and what it contains," and they shake their heads like sages, because, I suppose, there are other sages in the government besides the one we have here, and say, "We would not like to be in the contract with Mackenzie & Mann." Would they not? I think there are very few of them that would not like to have a chance in it. If these gentlemen have any *arrière pensée* about the way they could realize at once on the concessions they have in that contract, I can put them on the track of a way of doing it without risk to themselves. They are entitled to nearly 4,000,000 acres of land. They do not take them broadcast nor necessarily along the line of railway, but they are allowed to select them by their own engineers and prospectors, and they have six years within which to take them and have them located. All they have to do is to take 3,000,000 acres of these lands, as soon as they are entitled to them, get out their maps, place them simultaneously in the cities and