ted for the purposes of local antagonism with the Grand Trunk, both systems being in direct competition, of the severest character, with the lake and river and canal route.

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The Canadian Pacific Company was brought into existence for a national object at the expense of the people of the Dominion of Canada, subsidised with \$25,000,000 of public money, supplemented by an addition of 25,000,000 acres of productive land, exempted from taxation in perpetuity, and freed from competition for twenty years. It is now to be made the vehicle, without any relevance or reference to the object of its Charter, for carrying on local competitive warfare with the other chief railway system of Canada, the largest tax payer and contributor to the revenue of the country, whence these liberal subsidies are derived: -subsidies so llberal that they have been just recently described by the President of the Company as sufficient to construct the Railway. The Canadian Pacific Company, therefore, created with one object, is to be employed for another, aided by all the strength which can be given it by a powerful Government.

The Credit Valley. Ontario and Quebec, and Atlantic and North Western Companies, are not necessary in any sense, to the performance of the duties which have been imposed on the Canadian Pacific Railway Company by the Dominion, and the effect of their acquisition can only be to bring the Government into the position of a direct competitor with the investors of British capital in the existing Railway system of the country, at a time when large outlay in improvements is contemplated.

The injustice of the course proposed, looking at the sacrifices which have been made by those who found the means wherewith to construct the Grand Trunk system of Railways, which has so largely benefitted the country, must be apparent to every one who will give the subject one moment's dispassionate consideration.

It rests with your Government, supported as they are by an overwhelming majority in Parliament to determine whether