

section of the Canadian Northwest and to deprive the Eastern section of the railway of the traffic so necessary to its support and efficiency as part of the through line.

It was, therefore, on the part of the Company, deemed to be absolutely necessary to the procuring of the requisite capital, to the safety of the capital proposed to be invested, and, generally, to the success of the enterprise, that the traffic of the territory to be developed by the railway should be secured to it for a reasonable period; and the term of ten years from the time fixed for the completion of the railway was agreed upon. *Without this provision for protection the necessary capital could not have been secured and the railway could not have been made.*

The Government had strong reasons, of a more exclusively public nature, for this protection. It was a political necessity that the detached Provinces should be connected and bound together by a railway, and the older Provinces were to be heavily taxed for the building of it. Political reasons alone would not justify the heavy burden it would put upon the country, but a vast territory was to be opened up, and the older Provinces looked to the extension of their trade and manufactures over the entire northern half of the continent, to justify the expenditure. Their interests required protection, and the protection afforded to the Company protected them as well. It was most important to the whole country that the railway, when made, should be in a position to efficiently serve the purposes for which it was intended, and the need of protection was generally recognized. Indeed, the same protection was insisted upon by the Government in respect of the Canadian Pacific Railway, when it was commenced as a public work, long before the Company was thought of.

Winnipeg at the time was a mere village, and the settlements in Manitoba were mainly confined to a narrow fringe along Red River. The province hailed the signing