

extravagant charges, which have done so much harm on the other side of the border, and to which my hon. friend referred at such length and with such force, by any possibility be avoided. I do not think that many members of this House fully understand that at this moment some five or six important and powerful corporations in the United States are looking forward, if we do not violently interfere, to making a connection with the North-West, thus giving our people who settle there the opportunity of conveying their produce, not to a foreign country, but—if we have the wisdom to take the advice given by my hon. friend—to a line which would pour the whole produce of that country and of other countries, by Sault Ste. Marie, down the valley of the Ottawa, and into the City of Montreal. Moreover, it is known to every mercantile man whom I address, that whenever you give a road like this the power of determining where lines of traffic shall go at the outset, you enable it to fix for a very long time where the traffic shall go in the future. There is nothing harder than to divert traffic from well-established roads into which it has once got the habit of going. I think that is one of the main reasons why this monopoly is insisted on, as it is one of the main reasons why no intelligent Government, understanding the situation, should ever have given to one single company, no matter how powerful, the opportunity of controlling a matter so vital to the interests of the country. But there is another grave blunder to which I wish to call the special attention of this House, and afterwards of the people of this country. I noticed that the hon. Minister of Railways passed over very lightly that important provision by which almost unrestrained power to fix the main line of the Pacific Railway, wherever the gentlemen of the Syndicate please, was given them. He told us that the railway company would know best. I do not, in the least degree, doubt that the railway company would know where it was best that the main line of the Pacific Railway should go to serve their interest; but I doubt exceedingly if the House—I doubt exceedingly if the Ministers themselves—know what is contained in this apparently trifling clause giving power to direct the location of the main line of the Pacific Railway wherever these gentlemen see fit. Sir, I wish with all my heart that the wise suggestion of my hon. friend from North Norfolk (Mr. Charlton) had been followed, and that magnificent map which is now adorning the Railway Committee room, could have been placed here so that we might all see it. I admit that it is a valuable map—I admit that, perhaps, the mechanical resources at the command of the Government may not be sufficient to transport it safely from one room of this building to another. But, valuable as it is, I submit that the territory it represents is of a good deal more value to the people of this country, and that that territory is likely to be most seriously prejudiced by the power which it is proposed to give the Syndicate. Now, as we could not get that map, I have taken the trouble to have a map constructed which might show us this matter for ourselves, and, although it may be somewhat contrary to our practice, I will ask, with leave of the House, to use one or two of our pages here to extend that map for me while I endeavor to point out what a grievous blunder, in my judgment, is likely to be committed by the impolitic course to which these hon. gentlemen have committed themselves by allowing that Company to locate their line as they see fit. I have very good reason to believe that the St. Paul and Manitoba Company are prepared—

Sir LEONARD TILLEY. Does the hon. member pretend to state that it is not subject to the approval of the Government?

Sir RICHARD J. CARTWRIGHT. I am now calling attention to the great importance of the question which will arise in connection with the location of this road, and after the remarkable statement made by the hon. the Minister of

Railways, that the Company were the best judges of the location, I had a right to assume that the Government did not, at any rate, whatever they may do hereafter, propose to interfere.

Sir LEONARD TILLEY. That is an assumption in direct contradiction to the terms of the contract.

Sir RICHARD J. CARTWRIGHT. It may be, Sir, but it is in direct conformity with the language of the Minister, whose name appears as a party to this contract. At any rate, no possible harm can follow my venturing to point out to the House a certain danger which, I think, is likely to occur, unless strong steps are taken to prevent it. Everybody knows that the original intention was to cause the main line of the road to be located at a distance of not less than 100 miles, and generally a great deal more from the American frontier. We have heard that that line is to be deflected southward, first at the Portage, thence to the rapids of the Assiniboine, and so south of the Moose Mountains, south of the Assiniboine, and by such pass as the Company may choose across the Rocky Mountains. Now, I understand that the St. Paul and Manitoba Railway Company are contemplating the construction of a line from Duluth to Crookston, 90 miles south of the point where their present line enters Manitoba. From that place, the line extends to Grand Forks. They talked, when I was there a few months ago, of extending to the Turtle Mountains, and then through about 50 miles of very favorable country to a point a little beyond the rapids of the Assiniboine. Now, I wish to show the House what will be the practical result if that plan is carried out. I have not said that the Government is going to permit this; but, as I said before, I shall take the opportunity of requiring the Government to give a formal statement of what their intention is upon this point. From that common point the distance to Selkirk is about 180 miles; the distance to Grand Forks, in the Red River, is 210 miles; from that place to Crookston is 261 miles; while from Crookston to Duluth is supposed, by the projected line, to be 234 miles. The result to which I wish to call the attention of the House is, that if the main line of the Canadian Pacific Railway be deflected southward to within 50 miles of the American boundary, as I have reason to believe it is intended to be deflected, at that common point the road is nearer Duluth than Thunder Bay by at least 116 miles. And as the outside difference between the line north of Lake Superior—going by Linkoping—and the line passing by way of the Sault, thence through our own territories, and down the valley of the Ottawa is less than 100 miles, it is quite apparent that unless and, indeed, even if we had a first-class road contrary to the provisions of this contract passing north of Lake Superior, still all the traffic of that immense region lying west of the point of junction, must of necessity flow to Duluth along the southern shore of Lake Superior, and to other points through our own territory or elsewhere; and, consequently, that the road north of Lake Superior, if this divergence is taken, will be rendered practically useless in competing for the traffic of anything west of that point, though it may compete for a small strip of country between the Assiniboine and Selkirk. I would not have ventured to dwell on this point, but for the extraordinary statement of the Minister of Railways, that he considered that the Company were the best judges of where the road should be located. Now, Sir, I have not the slightest objection that that road should ultimately be constructed by the St. Paul and Manitoba Railway Company at their proper cost, or even with some reasonable assistance, if it be useful for developing that country. But I do most strongly object that we should give \$80,000,000 of money and of money's worth to construct a very excellent branch line to divert for all time to come the traffic of that Company along the line of the St. Paul and