

should the people of Canada pass this Act, and, at a future time, try to relieve themselves from its burden. This can only be considered as a most fitting sequel to the original bargain by which we bound ourselves, for the sake of some petty political ends, to gratify some petty personal vanity, to execute a bargain which every man of sense in Canada knew to be utterly impossible of fulfilment at the time it was made. This is an abdication of all the rights and duties of Government throughout the best portion of an enormous territory in favor of a private company. We are about, virtually and substantially, to give up the control of the North-West. Only one thing is lacking, and possibly my hon. friend opposite will, at his leisure, as we have practically given away our civil rights over this country, construct a clause which will give to its new masters power of life and death over every one in the North-West. Now, I will proceed to descant on the chief and leading blunders which appear to me to have been committed in this document. I may be accused possibly of indulging in repetition. It is not easy for any man, after the exhaustive speech of my hon. friend (Mr. Blake) to go over this ground without appearing, to some extent, to repeat what he has already said, and said better than I can say it. But I say this is a case in which we should not be afraid of repetition, in endeavoring to make every man, woman and child, in Ontario, and the Dominion at large, as cognizant as we are ourselves of the crimes and errors of which this document is full. Now, I say that the first and greatest blunder is the blunder which my hon. friend pointed out, of needlessly and uselessly attempting at this moment to construct the line north of Lake Superior, when a vastly more easily constructed line at a vastly smaller cost would supply all possible needs of Quebec and of Canada. I say that is a most grave and serious blunder. I am not myself wholly indifferent to the sentimental question on which the hon. Minister of Public Works has dwelt. Other things being equal, I would greatly prefer to see this road running from end to end through British territory; but when we are called upon to expend \$20,000,000 or \$25,000,000 for the purpose of building this road entirely through British territory, and when we see, by other provisions in this document, that if we spend this money, subsequent provisions will render the expenditure almost entirely nugatory, when we know, at the same time, that by expending what would construct the first sixty miles of the road we are about to build, we would attain all the advantages for Canada, all the advantages which could ever flow from the construction of the north shore line, and, at the same time, bring to us the trade of an enormous portion of the most fertile part of the United States,—it does seem to me the very perfection of stupidity and blindness to insist on throwing away \$20,000,000 when \$1,000,000 would give all the trade you could compass by the larger expenditure. Moreover, there is the strongest internal evidence in this document that, whatever the Government may say, the gentlemen of the Syndicate do not intend to construct the line north of Lake Superior. When you look at the enormous proportion of land and money which is assigned to the central section and the comparatively very small proportion assigned to this same north shore line, you see quite clearly that if the time comes when it is convenient and desirable to abandon this line, it will cost the Syndicate very little indeed to throw aside altogether the whole task of constructing this road on the north shore of Lake Superior. That, I say, is one very prominent blunder. Another is the most exorbitant price which hon. gentlemen opposite propose to pay the Syndicate for the construction of that central section. For that 1,450 miles the Company are to receive \$15,000,000 cash and 18,750,000 acres of selected land, worth, to-day, as

Sir RICHARD J. CARTWRIGHT.

lands are selling in the North-West, at least \$37,500,000, in all \$52,500,000 of money or money's worth for the construction of the 1,450 miles. Now, let us see how this monstrous grant compares with the sums which have been paid by other roads for the construction of at least equally difficult and equally long lines, and lines, Mr. Chairman, which are constructed, I am given to understand, on far more favorable grades, and far more favorable alignments than those which are provided in the extraordinary clause to which my hon. friend called attention. I have here a detailed account, and it was obtained from parties who had no notion whatever it was going to be used as a stand of comparison with the cost of constructing our 1,450 miles. I take the road which, among all the main roads, is the nearest to our road and affords the fairest chance of comparison. I take the cost of the construction of the Northern Pacific Railroad from Bismarck to Puget Sound. There are 557 miles from Bismarck west which are but partly built, and which are expected to cost about \$12,000 a mile. There is a mountain division of 198 miles, a very difficult country, which is expected to cost \$25,000 a mile; there is another section of 282 miles at \$15,000 a mile, and one of 210 at the same rate, besides one of 250 miles at \$25,000 from Columbia River to Puget Sound. This 557 miles at \$12,000 a mile is equal to \$6,660,000; 198 of the mountain division, at \$25,000 a mile, is equal to \$4,950,000; 250 miles, at \$25,000 a mile, is equal to \$6,250,000; 492 miles at \$15,000 a mile, is equal to \$7,380,000; in all, for the construction of 1,497 miles over a country, to say the least of it, decidedly more difficult than our 1,450 miles, from Selkirk to Kamloops, they are to pay in all \$25,260,000 in round numbers, being an average of about \$17,000 a mile. We, Sir, for our 1,450 miles, are to pay \$15,000,000 in cash and 18,750,000 acres of selected lands, worth, at least, \$37,500,000. Therefore, our 1,450 miles will cost us fifty two and a half millions, being an average of \$36,200 per mile. The Northern Pacific will get their road, 47 miles longer than ours, for an average of \$19,200 a mile less, and we will have to supply all the cost of building the entire road and give the contractors a bonus of \$27,000,000 besides. Now, I had occasion very recently to enquire from a friend of mine connected with the Kingston and Pembroke Railway—a road well known to some of the members of this House, constructed through a rocky country, and by no means easy to construct—what was its average cost per mile. There I found that at a time when iron was dear and the cost of construction greater than it is now, the total cost was barely \$15,000 a mile, though the grades were considerably better than the standard of the gradients which are prescribed for our railroad. I think that comparison will show the House that I am thoroughly justified in saying that the cost of this central section of 1,450 miles is so exorbitant as to call urgently upon the House for a thorough and immediate revision of the same. Then I take objection, in the third place, to this most extraordinary provision whereby a monopoly of constructing all roads in a particular direction, is to be granted for 20 years to the gentlemen who construct our main line. Now let us remember that we are dealing with a country the growth and development of which are out of all proportion to the rate prevailing here, that in a prairie region five years will do the work of 20 years here, and that 20 years in the history of that country means a much greater growth than 20 years in the history of a country like ours. I say nothing at the present moment of the stopping of other roads which, if they are not violently interfered with, are ready and willing to extend themselves through our territory from one end to the other, and to give to the people of the North-West what above all things it is important they should have—numerous independent competing lines, by which means alone, except indeed, by a very rigorous interference on the part of the Government can those monstrous monopolies, with their