

clause. More than that, Mr. Chairman, if sufficient lands of fair average quality are not to be found within the distance of the line of railway, the Company were to be entitled to receive other lands in other parts of the fertile belt, but not other lands selected by themselves, but other lands selected by the Government. Moreover, they were not to receive the absolute title to that land as is now provided; they were not to be permitted to hold those lands as long as they pleased without taxation, as is now provided, they were not to be allowed to speculate on their lands as now provided, but the Government took the power to themselves to dispose of two-thirds of the whole of the land to be allotted to the Company on such terms, to be sure, as might be agreed upon with the Company, but on such terms unquestionably as would have promoted, to the greatest possible degree, the settlement of that country. But, Sir, these are not the only points in which the measure was far preferable to that we are now asked to consider as the best ever offered. There is one very important point of which we have heard much; and we shall, no doubt, hear more about the extraordinary provision which gives to this Syndicate a monopoly of the whole of the business of the north-western country, and virtually leaves them free to charge what rates of freight they please. Under the much derided, much maligned, and much misrepresented measure of the late Government, the Government reserved to themselves the absolute right to fix the rate of freight all over the railway, a most important point in which their measure was incomparably superior to that which is now before the House. Now, Sir, I think if any hon. gentleman will take the trouble to look into the contract of Sir Hugh Allan, and compare it with this, they must come to the conclusion, especially if he compares it with the Mackenzie Bill, that it was a much more reasonable measure than this most unreasonable one. It protected and guarded most carefully the rights of the people, and provided most carefully for the early and complete settlement of the great North-West. This one utterly disregards the rights of the people, and is not calculated in the slightest degree to promote the settlement of the North-West, but rather to frighten people from settling in that country. It is alleged that it will be to the interest of the Syndicate to induce settlement in the North-West. Well, Sir, it is by no means certain. We leave them free; we leave it entirely in their power to calculate for themselves what will be the most profitable for themselves, and in making their calculations, they will, no doubt, take into account that there still remains a large number of acres of Government lands, and they will be quite willing to allow the Government to bestow its energies in settling up its own lands, whilst they retain theirs, because we have heard of 25,000 people a year going into that country; but if, we say, 50,000 people a year, the Government will have enough land to give them, whilst the Syndicate will still have its own lands. The settlers on the Government land will contribute quite as much to the support of the road, by the business they do over the road, as those settling on the Syndicate lands. Take another 50,000 people, and still another, and the Government will still have enough land, whilst the market value of the Syndicate lands which they hold will be greatly increased. Therefore, it is by no means certain that the Company will find it to their interest to settle up their own lands rapidly. They will, no doubt, in an indirect way, invite immigration to the Government lands, but it must by no means be supposed that they must necessarily settle up their own lands. If we were land speculators we should want some thousands of people to go into the country, because their presence would increase the value of the land. There is no doubt about that. Now, Mr. Chairman, the first grave objection to the scheme now before the House is that, by it, we are bound to pay for a certain work more than the work is worth. We are bound to pay for constructing a piece of railway, or two pieces of railway, rather more than a railway of just the

Mr. ANGLIN.

same character would cost if built even under the present Administration. Let us look at this point, because the hon. gentleman from Richmond and Wolfe (Mr. Ives), labored very earnestly for nearly an hour to render it obscure. It is a very simple point and very easily understood. The road which the leader of the late Government, the late Minister of Public Works (Mr. Mackenzie), intended to build across the country from Lake Nipissing, and ultimately to the Pacific Ocean, was such a road as he believed the people of this Dominion desired to see built. It was to be a road of the very first-class—a road with the best possible gradients, with the easiest possible curves—a road which would be calculated to do that great trans-continental trade which very many people in this country believed, and probably some still believe, we may do on a great Canadian Pacific Railway, were that railway properly constructed. More than that, Mr. Chairman, he had in view the importance of affording the people who settled in the country the cheapest, the easiest, and the readiest access to the markets of the world. To insure them that, Sir, it was necessary that the railway built should be a good road, and that the grades upon it should be as easy as possible. The boast of the Chief Engineer of that railway was that he had succeeded in obtaining, between Lake Superior and Winnipeg or Red River, a road of such a character; that the grades upon that road, when running eastward would nowhere exceed 25 feet to the mile, and that it would be, or might be, possible to do a very large traffic over that road on the cheapest possible terms. He contemplated that a similar road would be built across the prairies—a thoroughly good road, with an elevated road-bed, running as directly as possible across the country, with iron bridges; in fact, in every way a road of the very best character, and that was estimated to cost about \$120,000,000. We find now, Sir, that the character of the road is utterly degraded. The hon. the present Minister of Railways began this work of degradation nearly a year ago. Last Session we had, I think, three several estimates before this House, each lower than the preceding; and when the Minister of Railways brought in what I believe was the third estimate submitted by members of the Government during the Session, we believed certainly on this side of the House that he had degraded that road until he had brought it into as low a condition as possible. But this year we have it further degraded, and at present we absolutely do not know to what depth of degradation it has been reduced. I think the hon. the leader of the Opposition has a notice on the paper asking for a return showing what modifications have lately been made in the sections now under contract; for we have been told that modifications have been made in these sections so as to reduce the cost very much, and that in the far western section the result of the reduction has reached an amount of even so much as \$1,600,000. If I remember aright, last year the Chief Engineer stated that, in order to cheapen the western portion of the road, he was obliged to make considerable changes, either in the alignment or in the grades and curves, at all events in the character of the road. Now, Mr. Chairman, of all parts of this railway, there is none in which it is so absolutely necessary that we should have the best possible work, if we expect a large traffic across our part of the continent, as in this western section. A road running up through these mountains, passing along the verge of canyons, almost everywhere dangerous in its character, ought to be as good a road as it is possible to make. The very best road we could make up in that part of the country, even with a very large expenditure of money, even with an expenditure as large or larger than the highest estimate made by Mr. Fleming, would nevertheless not be a very safe or a very good road. It is almost impossible, in a country of that kind, to make a thoroughly good road. The grades at one time, I think, were to be