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of the mileage of the completed road, but we have no statement of what the completed railway has cost in its different sections. We ought to know what each separate link has cost so far as it has been completed. We ought to know what are the arrangements with reference to the most easterly part of that section. We ought to know the class of arrangements with reference to the central part—those entered into with the North American Construction Company with reference to the work recently terminated. Last year some information was given to us. We were told what embankment was in the prairie section. We were told that the enormous quantity, for such a line, of 15,300 yards of embankment had been made for this company. But we did not know what had been done in other places. This year, when we are called to advance \$22,000,000 and to pledge our credit for nigh \$7,500,000 more, we are not given so much information as was vouchsafed last year when we were told that no demand would be made upon us. (Hear, hear.) We see

#### NOTHING IN THE PRESIDENT'S LETTERS

about the contracts made. We have not the instruments of association of these contracting parties. Only two days ago I heard there was more than one, I heard there was two, perhaps three different parties operating at different times. And since then one of the firms has unhappily dissolved, owing the C. P. C. \$600,000 put in as providing for the work. What dependence, under these circumstances, can be placed on the allegation that the road will be completed for the estimated amount of \$27,000,000, contradicted as this is by the estimates of last year? I doubt the estimates. I was startled last fall to find reported the opinions of the General Manager on this subject, and they correspond so admirably with the results as they are developed here to-night that I propose to trouble you with some statements made to a reporter by the General Manager some time about the period when the Company reached the foot of the Rockies last fall. A reporter of the *Montreal Star* recently interviewed Mr. Van Horne with the following result:—"We are," said Mr. Van Horne, "at this season of the year at the very height of our expenditure; and it is safe to say that we are spending \$100,000 a day." Then he states what they are doing, and where they expected to be. He speaks, also, of the pass across the Selkirks, and so forth. "Our line is now located through

#### FROM MONTREAL TO KAMLOOPS,

and with anything like good luck we will be through to that point where we join the Government work in about two years."

"How much will it cost per mile through the Rockies?"

"We don't know."

"Have you not estimated the amount beforehand?"

"The Canadian Pacific Railway," replied Mr. Van Horne, bracing himself up and speaking as if he wanted the reporter to understand that he meant every word he said, "has never estimated the cost of any work. It has not time for it. It's got a big job on hand, and it's going to put it through."

"Well," said the reporter, "but if you haven't estimated the cost of the construction through the mountains, how do you know you have sufficient funds to push the road, as you are currently reported to have?"

"Well, if we haven't got enough we will get more, that's all about it."

And so it is getting more. We are providing for it to night. (Cheers.)

"And how about your eastern connections? What about the North Shore?"

"That and all other matters in the east are for future consideration. I think we will do well if we get through from Montreal to the Pacific in two years."

"And how about your bridge and eastern connection to the Atlantic?"

"Now, come," said he (and I think he must have repeated this to the Minister just before he made his speech), "it does not do to give too much publicity to all our schemes, and might do us harm."

"Rumour says you will get to the Atlantic by the South-Western. I suppose it is the South-Eastern—unless that road is south-west as well as south-east—and that as a matter of fact you now control that road?"

"Not to my knowledge."

"Then you will want the North Shore?"

"The question failed to elicit a reply, and the reporter, seeing that he had probably obtained as much information as possible from the General Manager, retired forcibly impressed with the resolute frankness of character displayed by the man who is the administrative head of this great enterprise."

#### THAT IS GRAND, MR. SPEAKER, THAT IS GLORIOUS.

That is just what any of us would do if there was no bottom to our purses—if money was no object. That is just the way we would manage if we had the Dominion of Canada to back us; to bank for us; to give us guarantee without authority; law if we wanted it; and to give us twenty-two millions and a-half more if we wanted it. What is the need of estimates? What difference does it make how much it costs? We have a big job and we will put it through.