

purposes. So that we have in this contract ample security for all the stipulations that the agreement contains.

Now, to sum up the matter: Under this arrangement we are about to secure a transcontinental line. We have granted no land for it. We pay interest for seven years on the cost of the eastern section, and upon the guaranteed portion of the mountain section not exceeding \$14,500,000. And, at the expiration of fifty years, when the value of this property will be greatly enhanced, it comes back into our possession. That, broadly speaking is the outline of this arrangement. I wish to contrast this bargain with the first bargain for a transcontinental road made in this country. I think there will be food for reflection in this contrast; and while doing this, I wish distinctly to disclaim that I have any reflections to make upon the management of the Canadian Pacific Railway. I admire the courage, the grasp, the energy, the push that characterized that movement from the outset. I criticize, not the Canadian Pacific Railway syndicate, but the government of the day. In 1886 I had a letter from the now Lord Monnt Stephen, complimenting me, thanking me, for a speech I made in that year attacking the policy of the government and showing what vast franchises the Canadian Pacific Railway Company had obtained, what an enormous bargain they had from the government. This letter complimented me for having tried to act justly, and I was informed that it had been used quite efficiently in promoting the credit of the company. So I say now, that while I point out the recklessness of the government of that day, I utterly disclaim any intention of casting reflections upon the people that took the government in.

When that contract was made with the syndicate in 1881, it provided for the construction of a line from Calender to Port Moody. Of that line, certain portions were to be built by the government. The Lake Superior section from Lake Superior to Selkirk, 405 miles in length; the western section from Port Moody to Kamloops, up through the canyons of the Thompson and the Fraser, 238 miles in length, a total of 643 miles that the government was to build and hand over free of cost or charge to the syndicate. The balance of the road was to be built by the syndicate. It was 1,906 miles long. Now, whatever subsidies, whatever grants of land, whatever gifts of completed railway the syndicate received were applicable to the construction of that 1,906 miles of road only. Let us see what they got. They got a cash bonus of \$25,000,000; they got the 643 miles of completed road which cost, with the surveys, in round numbers, \$35,000,000; they got 25,000,000 acres of land, worth at the least calculation \$3 an acre, or \$75,000,000. Their cash subsidy therefore for the 1,906 miles of road amounted to \$13,100 a mile; their subsidy from the gift

from the government of 643 miles, which had cost \$35,000,000, amounted to \$18,300 a mile; their subsidy from the 25,000,000 acres of land, worth \$75,000,000 as the outcome proves, amounted to \$38,300 a mile. So the syndicate, for the construction of 1,906 miles, the portion that was constructed by it between Calender and Port Moody, received in cash, in road completed and handed over, and in lands estimated to be worth \$3 an acre, a total subsidy of \$69,700 a mile. Now, I hope my hon. friends on the opposite side will make a note of that. That was a pretty reasonable subsidy—\$13,100 a mile in cash, \$18,500 a mile in the value of the road the government built for them, and handed over, and \$38,300 in land worth \$3 an acre.

Mr. McCREARY. What about the taxes?

Mr. CHARLTON. We will come to that later on.

Mr. COWAN. Still there's more to follow.

Mr. CHARLTON. Now, compare that with this scheme that our friends are denouncing to-day. Here is a scheme that will cost us, in interest in lieu of subsidy, \$14,500,000, or \$4,060 per mile for the entire line, against \$69,700 per mile for 1,906 miles. Does not the contrast startle my friends? And can they, in view of their own record, rise in this House and condemn this moderate, judicious scheme, conceived in the interest of the people, and to be carried forward to its consummation at such a slight cost?

Now, let us have a summary of these subsidies: Cash bonus to the Canadian Pacific Railway on 1,906 miles, \$25,000,000; cost of road and surveys handed over to the company, \$35,000,000; total value of 25,000,000 acres of land—and I may say here that part of that land was bought back at \$1.50 an acre, \$10,000,000 worth, but the average of the whole may be computed at least at \$3 an acre—25,000,000 acres of land at \$3 an acre, would be worth \$75,000,000; total subsidies applicable to the 1,906 miles built by the Canadian Pacific Railway, \$135,000,000. Contrast that with this scheme that is going to be denounced as extravagant and reckless. Aid to the Grand Trunk Pacific by way of interest, say \$14,500,000; balance in favour of the Canadian Pacific Railway, \$120,500,000. The statement seems incredible, but it is a cold hard fact, and I thought perhaps it would be well just to remind our friends opposite of what they have done in the past as an incentive to them to denounce what we are doing in future, granting about one-seventeenth as much to this line per mile as the Canadian Pacific Railway received from them.

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. CHARLTON. Mr. Speaker, at the hour of recess I had just completed a comparative statement of the aids granted by