

are 22 feet wide, while those on the Union Pacific in 1873 were, and are yet, to a large extent, only 16 feet. The structures of all kinds on the Canadian Pacific are far superior to those on the Union Pacific. Not one iron bridge was used in the original construction of the Union Pacific, and I can state from my personal knowledge that not more than one had been built on that line up to July, 1874.

In a letter from the United States Commissioner of Railways, it is stated that more than three-fourths of the whole length of truss bridging on the Union Pacific is constructed of iron of excellent design, &c. On the Canadian Pacific every truss bridge between Montreal and the summit of the Rocky Mountains is of iron or steel, except on the section built by the Government between Thunder Bay and Winnipeg, and the iron bridges built by the Company are at least 50 per cent. heavier than are those of corresponding spans on the Union Pacific, and I do not hesitate to assert from the knowledge I have of the Union Pacific, that there is more first class bridge masonry on the two hundred miles of the Canadian Pacific between Port Arthur and the Pic River, than on the entire line of the Union Pacific.

(Sgd.) W. C. VAN HORNE,  
*Vice-President.*

Now, I think although that comes from an officer of the Canadian Pacific Railway, there is a tone of certainty and truthfulness about it that impress themselves upon the mind, and I have no doubt the statements there are correct, and I say and know that they corroborate the opinions of those who have traversed the line, and I am confident I can say with great accuracy and truthfulness that the road is superior to the line which was taken as a model—the Union Pacific—that we have got a better road than the Union Pacific by many degrees, and where fault is found with the grades and curves of the Canadian Pacific Railway, those who find fault do so without appreciating the argument I now produce to the House that the difference between two roads where the curves are scattered through the entire length, or a considerable portion of the length, and a road where the line runs straight for the best part of the whole length, with easy grades, and the curves and the heavy grades are all concentrated within a small percentage of the road at one end—the second road is better for many reasons than the first—better for the reasons given by Mr. Van Horne, because it is capable of being more economically worked and

enables the company to earn more and pay better dividends.

HON. MR. DICKEY—Has my hon. friend's attention been directed to the fact that Sir Henry Tyler, the President of the rival Grand Trunk Railway Company, has given his opinion as to the character of the road, expressing it in the very highest terms? I notice that that has been the case since his return from the Rocky Mountains.

HON. SIR ALEX. CAMPBELL—I had not noticed it, and I am very much obliged to my hon. friend for adding that to the evidence that I have submitted to the House as to the character of the Canadian Pacific Railway. That was the second objection—which I gathered from the discussions elsewhere, and from the papers—taken to the proposal which is now before the House. Another objection which is taken is that the Syndicate has made enormous gain on the stock transactions; that they have made such an arrangement that they have got the money deposited with the Government for the purpose of paying dividends for years to come; that they have taken large amounts of stock at a very small price themselves, and that the dividends which they have thus secured afford an enormous return for the money invested. I was sorry to see when that was being dealt with in another place the comparison, as it seems to me, was not made in a fair spirit, the whole of the facts were not brought out. The amount of stock which the syndicate have acquired in this road, we all know, has cost them \$10,000,000. For the first \$5,000,000 they paid par; the other \$20,000,000 stock they bought at 25 per cent. The whole cost of the \$25,000,000 stock is \$10,000,000.

HON. MR. WARK—Amounting to 40 cts. on the dollar.

HON. SIR ALEX. CAMPBELL—Forty cts. on the dollar. That is what the stock cost them altogether. Now, in the comparison elsewhere the second item only is taken into consideration, and it has been pointed out that they have been making 12 per cent on their money because they