

COST OF GRAND TRUNK PACIFIC.

AN APPALLING CHARGE ON THE COUNTRY.

**Government Pledges of 1903, and Government Statements
To-day—Show that the People of Canada were
shamefully deceived.**

The character of the Laurier Government as a business administration is beautifully illustrated by a comparison of the present estimated cost of the Grand Trunk Pacific with the statements made by Ministers when the contract was carried through the House, and with the declarations of the Premier and his supporters in the election campaign of 1904.

The Transcontinental Railway programme was the chief issue on which the Government appealed to the people in the last election. These declarations of Ministers, made in the most emphatic and authoritative way, were a pledge to the people of Canada as to the amount of obligation and outlays involved. The campaign literature of the Government party was based on the statements of Ministers. Electors who supported the Government undoubtedly gave full weight to these solemn undertakings.

\$13,000,000 WOULD PAY FOR ALL.

What were these pledges?

The Premier's emphatic statement in Parliament, many times repeated on the platform was that:

The sum total of the money to be paid by the Government for the construction of the line from Moncton to the Pacific will be in the neighborhood of \$12,000,000 or \$13,000,000 and not a cent more. (Hansard, 1903, page 7691.)

The campaign pamphlet on the subject had for its head line:

"A Transcontinental Railway for \$13,000,000," and in the text this authorized publication said: "It is an actual fact, an indisputable fact, that \$13,000,000 will cover every cent of the Country's expenditure in connection with the railway."

Mr. Fielding in Parliament quoted the Premier's statement and declared that it was substantially correct as to the \$13,000,000.

MULTIPLIED BY THREE.

In the session of 1908 the Minister of Railways and the Minister of Finance made new statements in the light of their present knowledge, giving the cost to the people of Canada of this railway, on the same basis as the \$13,000,000 statement of 1903 and 1904.

But so great has been the increase of cost over the estimates of four and five years before that instead of \$12,000,000 or \$13,000,000, Mr. Graham now makes the ultimate cost to the people on this basis \$38,263,976. (Hansard, 1908, page 12,675.)