

averaged only \$13,000 a mile, you get a lower average for the remaining 900, and I assume that we may take off \$1,000 a mile for the 900 miles and add that amount, or \$900,000, to the 100 miles as the extra cost of the 100. That reduces the cost for the 900 miles to \$10,800,000 in all, or \$12,000 a mile. Well, the cash to be paid for the construction of the central section, which, as I have shown you, according to last year's exaggerated estimates, was to be \$10,800,000, is \$9,000,000, leaving a sum to be provided otherwise than by the country of only \$1,800,000 to construct that line for 900 miles. Well, to meet that dreadful deficit upon this section of 900 miles, what is the prudent compensation which an economical Government, regardless of the interests of the country, has provided? Sir, it is 11,250,000 acres of choice lands worth, at \$4.04 per acre, \$45,450,000; at \$3.18, \$35,775,000, and at your miserable \$2, \$22,500,000. The excess over cost is \$43,650,000, or \$33,975,000, or \$20,700,000, according as you take your choice of the estimates of the value of the land. Take the last and you get an excess of over \$20,000,000 profit on the construction of the central 900 miles alone. The price then assigned for this section alone is four or five times the cost of constructing the section. The mileage cost, as I have stated, is \$12,000, the cash receipt \$10,000, leaving a deficit of \$2,000 a mile; the lands \$50,000 a mile at the \$4, making a surplus of \$48,000 a mile at that rate, a surplus of \$37,750 at the \$3.18, and a surplus of \$23,000 a mile at the \$2 valuation. So that for this section which can be built out of the land itself, which is running through the land, which is the easiest to build, which is the most sure to pay—which is so sure to pay that you propose to throw upon the back of that middle section, the heavy burden of the two ends of the line—for this section you are giving at the very lowest calculation, a profit at the rate of \$23,000 per mile to the Syndicate for its construction, that is at last year's estimate. If you take this year's and apply it to that section, you find the \$9,780,000, the deficit \$780,000 only, and the surpluses increased to \$44,850,000, or \$36,550,000, or \$23,520,000, according as you value the lands. You find the mileage cost \$10,700, leaving a deficit of only \$700 per mile. You find the surplus \$49,300, or \$39,100, or \$24,300 per mile, as you take the estimates of the value of the lands. Now, let us get the estimate of the next section from Jasper House to Kamloops, 450 miles. The 100 miles which has been taken off from the central 1,000, I take, of course, at \$13,000 per mile, the average of the whole of that section, and add to it the \$900,000 which I took off the 900 miles, making for that 100 miles \$2,200,000. The residue, according to the estimate of last year, would cost \$15,500,000 to Kamloops. Add half a million, being one half of the extra million assigned to British Columbia, and you find a total of \$18,200,000 as the cost of that 450 miles. The cash to be provided is six millions of dollars; the deficiency to be met out of lands on this section, with reference to this difficult piece of work is twelve millions of dollars. The lands amount to seven and a half millions of acres. At the first rate they would produce \$30,300,000. At the second \$23,850,000, at the third \$15,000,000, leaving a surplus at the first rate of \$18,100,000, at the second rate \$11,650,000, or at the lowest valuation of the lands, \$3,000,000. The mileage cost is \$40,414; the cash receipts per mile \$13,333. If you add the land at the highest rate, it gives a surplus of over \$40,000 per mile; at the second rate, a surplus of \$26,000 per mile, and, valuing the land at only \$2 per acre, a surplus of \$6,222 per mile. The cost to be provided for over the amount of the subsidy for each mile of this road is \$27,111. But if you take the new estimate, of course the cost is reduced from \$18,000,000 to \$16,200,000. The deficit, therefore, on the cash subsidy is \$10,200,000, and the surplus would be \$22,500,000, or \$16,000,000, or

\$4,500,000, according as you value the lands at either of the three sums which I have rated them at. The mileage cost would be \$35,600, leaving an excess of \$50,000 a mile, or \$30,800 a mile, or \$11,000 a mile, according as you value the lands, and the cost to be provided out of the lands would be \$22,300. So you see here there is a margin, though by no means so handsome as the margin that is to be derived from the construction of the central section. The eastern link is 650 miles in length, the cost of building which is estimated at \$21,666,000. The cash subsidy is \$10,000,000, leaving a deficit on the cash subsidy of \$11,666,000. The lands would produce \$25,250,000 at the highest rate, giving an excess, after paying the whole cost, of \$13,584,000; at the middle rate, \$19,875,000 or \$8,210,000 of excess, and at the lowest rate \$2 per acre, \$12,500,000 or \$833,000 of an excess. The mileage cost is \$33,333; the cash receipt per mile \$15,384; adding the land at the highest rate it gives a surplus of \$20,895; at the middle rate, \$12,626; and at the lower rate, \$1,267 per mile. The sum to be provided out of the lands, is \$17,949. According to the new and reduced estimate the cost is cut down to \$19,300,000, making the deficit on the cash subsidy only \$9,300,000, increasing the surplus, as you estimate the value of the lands, to \$15,900,000, or \$10,500,000, or \$3,200,000. The mileage cost is \$27,667; leaving a surplus per mile of \$24,500, or \$16,000, or \$4,650; and the cost to be provided out of the land is \$14,300. So that you see that if the Lake Superior line were to be abandoned the Company would get an enormous share of what was attributable to this contract on the whole, and would be able to make millionaires of themselves long before the period of abandonment had taken place. Now, the hon. gentleman says that he wants the prairie portion built fast, and because he wants it built fast, and because it is inconvenient to the members of the Syndicate to provide the funds, he undertakes that the public shall provide them, and, because he wants the prairie section built faster, he takes the cash that ought to belong to the other sections, and should have been reserved for the securing of their construction, so as to make it easier for them to do this work. He says "what thou doest do quickly." Now, Sir, the general result is, that on the old estimates there is but \$2,000 a mile deficiency over the cash subsidy on the prairie section; on the western, there is \$27,000 a mile, and on the eastern end there is \$18,000 a mile. According to the new estimates, there is \$700 deficiency only on the cash subsidy on the prairie sections, \$22,300 on the western, and \$14,300 on the eastern. Can that be explained, can it be defended, even admitting that the intention is, in a business-like manner, to secure the construction of the road from end to end, that means should be given in cash which are properly belonging to the ends of the road, to be used and absorbed in the construction of the prairie section? By this, as each 20 miles of line is built on the prairie, an immense block of land will be handed over absolutely to the Syndicate, which is wanted to secure the end of the line. Well, the hon. gentleman says that they have got a grand security for its construction. He will compel them out of the profits of the prairie line, because they will not deny that the prairie line is going to be by itself an enormously profitable one, to build this section of the road. We are told that that is to be built within three years. Of course, they will build it fast, because there are fortunes in building it fast. Every 20 miles they build gives them an immediate fortune, and, of course, they will build it with great rapidity upon such liberal terms. They may well afford, for the chance of obtaining the many millions they will secure in four years from the central section, to deposit one million which is expected to be the security for the construction of the rest. It is paying one million to get twenty millions or far more. Now, the hon. gentleman seemed to be very