

find that the character of the road is entirely different to that which the hon. Minister of Railways, the hon. member for Niagara (Mr. Plumb), and the hon. member for Victoria (Mr. Cameron), say it was. Now, I regret to have to make any observations on the present occasion. Any observations that I proposed making on this question, I intended making when discussing the propositions brought down; but I do not wish that it should go abroad to the country, either out of the mouth of the Minister of Railways, or of the honorable members for Niagara or Victoria, that this road was practically a first-class road as at first constructed, without taking the very earliest opportunity to show that such a statement is entirely erroneous. The honorable member for Niagara, if I am not very much mistaken, read from a report presented to Congress, and which will be found in the Congressional documents of 1873-4, a report made long after the road from Omaha to the junction at Muddy Forks and Black's Forks was completed.

Mr. PLUMB. I am very sorry to interrupt the flow of eloquence of the honorable gentleman, but I did not read from the report of 1873-4.

Mr. CAMERON (Huron). Perhaps the hon. gentleman will tell us from what report he read.

Mr. PLUMB. The hon. gentleman will find I quoted from the report of 1872-3.

Mr. CAMERON. It makes no difference. The hon. gentleman will find, in the executive documents of the United States on that subject, the report of 1873-4 in the volume containing the report of 1872-3. But what I contend is, that the hon. gentleman did not read the portions of the report which show the character of the road. If he will refer to that report, he will find it stated that the road bed in many places was altogether too narrow, that the ties on which the iron was laid extended beyond the road bed, that the tunnels were arched with wood, that the wood work after two or three years was found to be defective, that the Commissioner recommended the tunnels to be rebuilt from beginning to end, that the bridges were nearly all of wood, that the engineers reported them wholly inefficient for the carrying trade of the section of the country through which the road passed, that the ballasting was exceedingly bad, that the ties were of an exceedingly defective character from one end to the other, being made of cottonwood, that the curves of the road were too sharp and the grades too steep; and yet this is the road that the hon. gentleman said, was a road after the standard of which the Canadian Pacific Railway might well be built. And this report, from which the hon. gentleman read, was a report that was presented, after the United States Government had taken from the hands of the contractors 890 miles of road. It was a report presented to Congress, recommending that 6½ million dollars additional be expended to put the road into anything like a good state of efficiency; and this was long after the road had, to all intents and purposes, been completed. If the hon. gentleman had taken the trouble to refer to another report presented to Congress on the 9th October, 1868, after the 890 miles had been completed and examined by the Commissioners appointed to investigate into the condition of the road, he would have found out the exact condition of this portion of the Union Pacific Railway extending from Omaha 890 miles westward. In that report which I hold in my hands, and which is signed by the three Commissioners, Mr. Warren and Mr. Blickensderfer and another whose name I forget, the hon. gentleman will find a statement showing the true character of this road as it then stood, which proves that the statements made by the hon. Minister of Railways and the hon. member for Niagara are wholly fallacious and incorrect. Sir, I will trouble the House for a moment, with a reference to one or two of the particulars contained in this report,

Mr. CAMERON (Huron).

because I do not want it to go abroad to the country that this Union Pacific Railway, at the time it was first constructed, was a first class road, and that, therefore, hon. gentlemen were justified in using it as a model after which to construct the Canadian Pacific Railway. You will see that, in this report, the Commissioners have gone to very considerable trouble and labour in pointing out the defects and deficiencies of the Union Pacific Railway. At page 24 of this executive document they point out that in six different places, extending over forty or fifty miles, the grades were 80 feet to the mile. At another place the grades were 90, and in another 116-feet. Curves were too sharp, and the road was in other respects altogether defective. The report reads as follows:

"Although generally the line is well adapted to the ground, there are points where the full capabilities of the country have not been developed, and others where, in its details, the location is radically wrong. In a majority of these cases the prevailing idea seems to have been to diminish the cost of the work by the introduction of a greater number and sharper curves than the circumstances required, the saving in cost having been very small in comparison with the permanent injury to the road. In some other instances no very clear motive for the course taken presents itself. We are advised that among these cases are some where, in the construction of the road, the location, as made by the Chief Engineer, was disregarded. In view of the rapid prosecution of the work, this may have been admissible, but cannot justify a permanent adoption of the line as built. True economy and the best interests of the road require alterations and improvements to be made in the line in all these cases, and the probable cost thereof has therefore been estimated."

And under the head of "road-bed," the Commissioners say:

"The road-bed is designed to have embankments 14ft. wide on top, with usual side-slopes and cuts of not less than 16ft. width of bottom, which slopes depend on the material excavated. These dimensions, although a minimum, are not specially objectionable when fully attained. In the excavations and embankments of moderate height these dimensions have been generally secured, but the higher embankments are not so well brought to the proper standard, being often incomplete and, in some instances, the width at the top is less than the length of the ties. When the roadway is too narrow and ballast is required, it is impossible properly to supply the deficiency, for when the track is lifted for the purpose of placing ballast under the ties, the width of the embankment is insufficient to retain the material in its place. It becomes necessary, therefore, to have a sufficient width of roadway before one of the most indispensable requisites for a good track can be secured."

They then refer to the cuts not being all to grade—

"Not having been excavated to the depth designed, in consequence of which the grades at those points are higher than was intended, in some cases reaching 90ft. per mile, when much easier grades are shown on the profiles."

They then allude to the cross-ties, as follows:

"The cross-ties are of good quality, with the exception of a considerable portion used in the Platte Valley, which are of cottonwood timber, which although "burnetized" are liable to premature decay, besides being objectionable from the inefficient manner in which they retain the spikes. Many had to be replaced, and all would have to be replaced by ties of better timber before the track would sustain the traffic expected to be thrown upon it."

So the Commissioners go on to point out where defects existed with regard to the road-bed, curves, grades, embankments, ballasting and many other particulars in reference to the equipment of the road with which I will not trouble the House, but the road was wholly defective and inefficient. They made an estimate of what it would cost to make it a first-class road with an adurable basis. The report winds up by saying:

"In estimating the expenditure which would be required in order that the road so far as built may be rendered equal to a fully complete first-class railroad, we have considered each class of work required in as much detail as circumstances and the desire expressed in our instructions will permit." "Changing the location of the road, to improve the line, \$200,000; completing the embankments to the full width, \$240,000; completing excavation of cuts to the proper grade, \$200,000; reducing grades between Omaha and Elkhorn, to conform with condition on which change of line was approved, \$245,000; cross-ties to replace the cotton wood, \$525,000; ballasting, etc., \$910,000."

And so they go on until they make up an aggregate of \$6,489,550, required to put the 890 miles completed into anything like an efficient state of repair; and yet this road is to be taken as the standard at that time—not in 1874—as the hon. member for Victoria (Mr. H. Cameron) says,