so much 1 istance, making elections of 1874, Parliament placed at unreasonable, and you will remember the then Government located the terminus of the railway, not at the Callendar Station, where it is now and where disposal of the Govern t was first located by the former Govern- \$2 ment, but 40 miles south of that point. the same estimate the value of the lands Therefore, under that act the hon. gentlenan would not only have been obliged to spend \$104,887,500 at the lowest computation, but to provide for the construction on
the same terms, of 40 miles more to bring
the same terms, of 40 miles more to bring
an acre placed at the disposal of the late Government by Parliament. I think this stateyears unless we used steel rails. This construction 00 annually to make the estimate strictly (Sir John work, that Parliament had placed of the work, that Parliament had placed which Mr. Fleming calculates as the the disposal of the leader of the Government in 1874, to which we must be centre of the Rocky Mountains, eastward traffic depends on the road being first-class, add the \$1,500,000 to which I have just re-

THE PRESENT CONTRACT.

which, amounting to 712 miles, when the over as the property of the Company. The total amount expended and to be expended by the Government, including everything, is 528,000,000. The Government have cost to the \$25,000,000 and 25,000,- the lands, of \$78,000,000. land, making a total acres of ubsidy in cash of \$53,000,000, and in land. stimating the 25,000,000 acres at the same ate that I have estimated the land under the ontract of 1873 and under the Act of 1874, at an acre, of \$25,000,000, or a total amount of 878,000,000. I think, sir, warranting the Canada. But standing as the Prime Minister, and weighted with the responsibility statement with which I commenced my re-marks, that these terms are greatly below ed by Parliament. The matter then thus: under the contract of 1873 884.700.000: under the contract of 1874 with \$1,500,000 added to bring he road down to the point at which nder that act it was to be commenced; under the contract of 1889, now laid on the table of the Heuse, \$78,000,000. ow, sir, let me draw the attention of the ouse for a moment, in order to show that n taking the Foster contract as the base of ilculation as to what the cost under the Act of 1874 would have been, if it could have en accomplished at all, it was a reasonable timate, an estimate, in fact, below the nark, to the words of the leader of the late Government with reference to the character of that section. The hon, gentleman said, will be found in the Hansard of 1876 : Because he would probably refer to this atter at another time in the House, he would now simply say this: that what was ering difficulties encountered in this rela was entirely fallacious. No difficulty had been experienced in obtaining the grade that was required in the original contract, the gradient not exceeding 26 feet per mile for the country eastward and 52 for the ountry westward. In only two places was here any difficulty in securing these gracountry westward. dients; these the engineers assure me can easily be overcome. The explorations in the liate vicinity of French river show that he line traverses a rocky though net hilly This shows that I have ground from the opinions of the hon, gentleman, for my statement that that would be a fair esti-

THE VALUE OF THE LAND.

entlemen opposite to my authority with reary, as the position now taken by the On w the Globe, is that it is idle to talk about estimating the land at \$1 per acre, when everyone knew it was worth \$2 per acre. Well, I shall be only too glad if that can established, but it will not do for the ader of the Opposition or the leader of the Government to meet on that ground and I will show, you why I draw the attention of the committee to the statement made by the leader of the Opposition (Mr. Blake), when we were discussing the Foster con tract, and I had ventured to value the land at \$2 an acre. That was in 1875, and the hon, gentleman will find his remarks on page 541 of the Hansard. The hon, gentleman said in reference to that point:—" It is an entirely absurd calculation to say that these 1,700,000 are worth \$2 an acre to this country. Even valuing them at \$1 an acre would in my judgment be an excessive valuation. Then the leader of the late Government gave his opinion on the subject; the hon. gentleman said:—"I do not place their value at \$5 an acre; I wish I could say that they were worth \$1 an acre." But whatever the value may be, I am confident I express the views of the committee when I say that whatever value may be obtained for them over \$1 per acre, and I hope it will be greatof the construction of the Canada Pacific Railway. In 1879 the hon. gentleman said "I do not understand why the hon. gentle man anticipates a larger revenue from the lands to be sold, because it is absolutely inlispensable, in order to induce settlers to go into the country, that we should furnish them with the lands free of charge. Does the hon. gentleman imagine that settlers will go to the Northwest and buy lands at \$2 an cre when there are millions of acres of land ed for nothing in the United States?"

Sir John A. Macdonald—Hear, hear. Sir Charles Tupper—If we are able to make these lands worth \$2 an acre, we will do it by the agency now proposed to con-struct the railway by the expenditure asked or the purpose of ensuring its construction er of the late Government also said We must, therefore, make up our minds if we are to settle that country, it will be one only at the expenditure of a large amount of money to aid settlers on going in and giving them land free after they get in. That is my conviction. If the hon. gentleman's expectation should be realized of getting \$2 per acre for those 100,000 acres, I vill confess to him that I have been utterly mistaken in my ideas upon this subject." So much for the value of the low, sir, as to the cost of the work. have estimated the lands a \$1 per acre,

a total of \$90,500,000. If we go the whole | pay its running expenses. Mr. Fleming esti- mile; and seventy miles very moderate, at with this great work, regarded as altogether | ment which happing we have been employed | what their resources might be, a perfect fallafter length the Globe e elections of 1874, Parliament placed at unreasonable, and assume those lands to be e disposal of the leader of the Government worth, after the construction of the road, \$2 for the construction of the railway, because an acre, the account stands thus as bean acre worth \$139,400,000. ment was \$160,825,500. The present proposition at \$2 an acre reaches a total of only e railway down to the terminus as located the then Government. That will add ment ought to be tolerably satisfactory. I 3400,000 in cash, \$300,000 in money at four will now give hon. gentlemen opposite an himself drew for the consideration of the per cent. on \$7,500 per mile for 25 years, and authority as to the cost of this work about House and country, and now it appears had 000 in land at a dollar an acre, or \$1,500,- to be undertaken that I think they will be compelled to accept. On the 12th of May, orrect. Now, sir, having shown that Parlia- 1874, Mr. Mackenzie said :- "From that ent had placed at the disposal of point westward it is quite clear that there is no means of rapid communication except by Macdonald) in building a railway, and this portion in British Columbia alone would take \$35,000,000, and from the point to the junction with navigation, would probably be \$100,000,000 or something like that." There is an estimate from the leader of the late Government, the then Minister of which is laid on the table of the House for its Public Works, and submitted to Parliament tion, that central section would coat consideration, for a portion of the line from on the authority of his own engineers with including the other items I have mentioned, altogether over \$42,500,000, leaving out engineers. Pembina branch, 85 miles, and a portion from be brought to bear upon it, that \$100,000,000 Kamloops to Burrard Inlet, 217 miles, all of would be required for the road from Lake which amounting to 712 miles, when the whole line is completed, is to be handed Ocean, and yet the present proposition over as the property of the Company. The secures the construction of the entire road within ten years from the 1st of July next at a length of about 650 miles and a cost of the from Lake Nippissing to Burrard Inlet at a \$32,500,000; thus the ends make up togecountry at the to pay in addition to the timate hon. gentleman opposite placed on

THE VIEWS OF MR. MACKENZIE IN POWER. One would have supposed the member for Lambton would have stood aghast at

such an estimate as \$100,000,000 for the por-

tion of the road mentioned, and would have

abandoned it as beyond the resources of

which rests on such a high officer, he felt he

must not shrink from his duty and he stated

as to the section in British Columbia, that would cost \$35,000,000, "we propose to pro-

deed with it as rapidly as we are able to ob-

tain a completion of surveys." He also proposed to expend \$100,000,000 if necessary to connect the waters of Lake Superior with the tidal waters of the Pacific. of the late Government also said :- "We frankly recognize the failure of the attempt to give a fictitious value to lands in order to get English capitalists to take up the railway, but we also frankly confess the necessity of building the railway by direct money subsidies or a combine system of giving both money and land." The hon. gentleman gallantly performed his duty, and did not shrink from the responsibility, arthous and responsible as was his position. He said :—" We propose to give \$10,000 per mile, and a grant the same as that proposed by the late Government of 20,000 acres, and we invite intending cometitors to state the amount for which they will require the guarantee at 4 per cent in order to give them what they may deem a sufficient sum wherewith to build the road. We know that some think \$10,000 per mile and 20,000 acres of land, supposing they realize on an average \$1 an acre, will no build the road. It would more than build it in some parts, but from end to end it is evident it will not build it. The Intercolonial Railway will cost about \$45,000 a mile traversing on the whole a very favorable country. The Northern Pacific Railway in the accounts published by the Company has cost, so far as it has been carried, that i to Red River, \$47,000 or \$48,000 per mile in round numbers. That road traverses almost wholly a prairie region, easily accessible, and where materials were easily found, and is alogether quite as favorable as the most facorable spot of any part of our territories, with this advantage, that it was much nearer o producers of supplies than any portion of our line except that on the immediate horders of lakes. The Central Pacific we will not touch, as the cost of that road was so enormous as not to afford any guide at all, ecause of the extraordinary amount of 10bbing connected with it, but judging from the cost of our own railways, we have reason to suppose it will not be possible to construct his line from end to end at a less price than \$40,000 per mile, and it may exceed that by thousands of dollars. Parts of it will of course exceed that very much, though on the whole or sections east of the Rocky Mountains something in the neighborhood of that figure will cover the outlay." eader of the late Government further stated that the road could not be built as a comnercial enterprise, and expressed a desire that the gentlemen who undertook that re-sponsibility should show him how it was ossible to construct a railway 2,500 miles ong with a population of four millions, passing during almost its entire length through an uninhabited country, and for a still greater portion of its length through a country of very rough character. I am glad the time has come when, in response to the hon. genleman, we are in a position to show him how that gigantic work can be accomplished and upon terms more favorable than any the most nguine person in this country ventured to ook for, and I ask the hon gentleman not to forget, now that he is sitting on the Opposition benches, that in estimating the cost as Minister he felt he would not be doing his luty if he did not draw the attention of the

THE LIABILITY RESTING UPON THE COUNTRY will not be discharged but just commencing. The hon. gentleman went on to say:—
"Supposing it only takes the minimum int estimated by Mr. Sandford Fleming, \$100,000,000, you have a pretty good appreciation of what it would cost the country, in the end. When you double the debt of the country you will not be able to accomplish orrowing of the sum of money that the borrowing of the sum of road, paying would be required to build the road, paying the debt and everything else connected with t." The hon. gentlemen opposite last session also enforced very strongly on our attention the fact that if we went on strongly on our with this work as a Government work and stood pledged in the face of the country and of the financial world to an expenditure of eighty to a hundred million dollars for the construction of the railway, we could hardly be surprised if it increased the cost of money we were obliged to borrow in the money markets of the world. He said:-

to the tact that when this road is con-

\$8,000,000 annually to operate it, subject to the received, and thirdly, we would have pleasant picture which the hon, gentleman hesitates to secure the construction and operation of this road forever at a cost of \$78, 000,000. My hon. friend the leader of the Opposition, no longer than a year ago was good enough to give the House his opinion as to the cost of this road and the liability that would be incurred, and I invite his attention to his own estimate, as he then gave it. He said :- "Again, of course, the through and we must remember that after we have spent all the hon. Minister proposes, we shall have not a Pacific, but a colonization road. tirely both ends. What are the ends to cost? \$45,000,000 is, as I have stated, the cost from Edmonton to Burrard Inlet on the west, and from Fort William to Nipissing on the east. The hon. member for Lambton estimates it es- ther \$77,000,000, the centre and the past expenditure \$42,500,000, making a total of \$120,090,000." And yet the hon. gentleman is startled and astounded, and exhibits the most wonderful alarm when he finds a proposal laid on the table of the House to secure the construction of all that work, which at the cheapest rate was according to him to cost \$120,000,000, for \$78,000,006 And the hon. gentleman proceeded to say that "besides this enormous expenditure to which he had referred and this agregate he did not know how many millions, interest on which would be six millions a year, they had to consider running expenses which Mr. Fleming estimated at eight millions, and which his hon. friend estimated at the gross sum of \$6,750,000 a year for the whole line, or \$4,500,000 a year from Fort William to the Pacific. Of course against this sum was to be set receipts which in some sections perhaps would meet expenditures, but in the early days, if not for a long time, he believed the road would have to be run at a loss." I know that this is an authority for which the leader of the Opposition has most profound respect (cheers and laughter) and I trust that in submitting such criticisms, as in the interests of the country great measure of this kind the country every to receive, the hon. gentleman will not lose sight of the position he took in criticizing our proposal twelve months ago. I will again revert to the criticism with relation to the cost, of a more' valuable character than that of the leader of the Opposition No person perhaps esteems the hon, gentle-

like this deserves, but does not always re-A LIBERAL AUTHORITY.

man's ability certainly as a special ple

higher than I myself, or his general judg-

ment when he gives questions the fair, can-did unbiassed examination which a question

But I will give the House an opinion which I estimate more highly than that of the leader of the Opposition, and that is the pinion of the gentleman who for five years as leader of the Government of this country, ealt with this great question, and was daily and hourly conversant with all its de-tails, I mean the leader of the late government, After all his experience, and after the experience of a year in opposition as well as of rive years of administration, he undertook to give to the House his estimate as to what the road would cost, and I frankly confess that I am not for a moment disposed to question I am within the value of his judgment. He said:—"I these figures, and themselves as to the character of the work pon the several sections from Fort William less." might be estimated at \$14,000 per mile, or \$3,000 less than the Pembina Branch; and the second 100 miles I have taken and calculated as to the materials furnished by Mr. Marcus Smith, and I do not believe that any gradient can be obtained on that section to build the road at less than \$20,000 per mile." Subsequent events have thrown perhaps a good deal of light on the tenders sent in and contracts undertaken. C. No progress was made on the contract, as the non gentleman knows, and judgment which the hon. gentleman has given as to cost, had thereby received very considerable confir-mation. He further said: "We have in some miles a quantity of 39,000 cubiyards of earth to move, and all grades steep, only kept fifty-three feet to the mile, many of them are fifty-three feet. The average of excavation is 16,000 cubic yards per mile. We have, in short, 1,600,000 yards of earth to move which, at the lowest price per yard obtained on other roads, say twenty-five cents on the average, this of itself will cost \$400,000." This was almost the exact value of the earth work * "From the end of the second hundred miles to Battleford we have 377 miles. This is not any heavier on the whole. There are some more formidable bridges, but the line is further off for the carriage of the rails. I place that section at \$21,000 per mile." I draw the attention of the hon. gentleman to this now, in connection with the amount proposed to be paid under this contract for the central section. As I have stated, opinions which the hon. gentleman has formed after long experience, as to the lowest amount at which it could be constructed, are entitled to very great con-

sideration. much attention to them a year ago.

mates these at not less than \$8,000,000 per annum, and they have still further to be supplemented by the proportion of money required each year to renew the road. It is per mile." The hon. gentleman said we have operation of the road afterwards. known, moreover, to railway authorities that, | constructed the line from Pembina to Sel- I trust I have given to the House sufficient ure for which I could have conconsidering the difficulties of climate, and kirk, 85 miles. This is a prairie, and a most evidence to show not only that the proposal the support not only of those who ment lands at \$133,400,000. At renewal, by sleepers and rails every eight amount I submitted on estimate last ment is fitted to their favorable consideration, men opposite, who stood committed by the stood to their favorable consideration, men opposite, who stood committed by the stood to their favorable consideration, men opposite, who stood committed by the stood to their favorable consideration. or ten years on an average." First, we would year was \$1,750,000 for the Pembina branch, not only that it is greatly within the amount votes and by the strongest possible state pay \$100,000,000 to build the road, next but that included more than my estimate deduction of whatever traffic the road for the reason, as hon. gentlemen will see, eight branch for workshops, rolling stock, etc.,

Hon. MA MACKENZIE—Give us a detail of this country. Sir CHAS. FUPPER-All I can say is, that I took the estimate of the engineer, charging what was fairly chargeable to that road buildings in connection with its operation— and the amount of the Pembina branch was therefore placed at \$1,750,000. We now House placed 100,000,000 acres at the disreduce that by \$250,000, because, as I posal of this Government for the pursay, the expenditure we would have had to make immediately in connection with the work now devolves gentleman in the House and out of it regard-upon the syndicate under the contract. ed that measure as of vital importance to the imputation that the Free Press is their But the House will see that, according to the country; I know they felt it was a duty the estimate which I laid on the table last we owed to the country to get along with year and which the hon. gentleman thought altogether below the mark, the Pembina mous liability involved, and notwithstand- in the British Empire. Hon. gentlemen do branch, a prairie line from end to end, with no very heavy bridging, according to my mile, but when it is handed over to the Syndicate, \$17,270 a mile. The hon. gentle man continued:—" This would make make entire cost of the road of Lake Superior, including \$1,440,000 for the Canada Central subsidy \$100,000 for the Selkirk bridge, and \$300. 000 for engineering on 1,946 miles, \$89,002,-000." Now, there is his opinion. I have shown the opinion of the hon. leader of the Opposition that this work, for which we have shown this contract asks Parliament to ed in acting upon the policy that lands place at our disposal \$25,000,000, according to the estimate of the leader of the Opposition a year ago was to cost \$120,000,000 and according to the estimate, the more mature and reduced estimate of hon gentleman best qualified to judge on that side of the House, was to cost this country \$89,002,000 in cash. There was no question of land. We were dealing with the lower estimate of the cost in cash taken out of the treasury of Canada, and the estimate of the hon. leader of the Opposition was in round numbers \$90. 000,000. But I am wrong. I am doing the hon, gentleman a great injustice. The case is a great deal stronger. I am not able to show there is a diversity of opinion between the hon. gentlemen. I find that they worked it pretty nearly to the same figure. I was leav ing out that section north of Lake Superior, but the hon, member from Lambton bring that in and shows that west of Lake Superior from Thunder Bay to the Pacific the lowest that we could build it for was \$89,-000,000 in cash. Let us see says about the railway to the head of Lake Superior :- "While from Fort William to Nipissing, 650 miles, estimating the cost at \$50,000 per mile, would make it \$32,500,000, or a total of \$121,700,000." that these gentlemen are not open to the challenge that on a great public question their estimates differ, after careful consideration, weighing well the responsibility of placing before the House statements that were cautious, judicious and safe, upon which the people of this country could safely base their estiof these gentlemen agreed a year ago to build the Canada Pacific Rail way with money borrowed for the purpose and expended in cash: the correct es that this railway from Lake Nipissing to Port Moody, Burrard Inlet, could be accomished for was \$120,000,0000 to \$121,700,-000. The hon gentleman continued: "It of \$2,000,000 per annum, not commencing will be observed, if we apply the figures as now, however, but that will be the I apply them, that is calculating the expenditure east of Red River between Lake

Superior and Selkirk, that it would be impossible to obtain the same character of road as to gradients and curvature for less than I have estimated. I am sure the line stating these figures, and that it would be impossible will take the description of the engineers to construct anything that could be called a railway, anything better than a tramway for to Selkirk, and carry out figures elsewhere it was only to be a tramway, and the only possible means of getting a line that could be called a railway was by an expenditure of the called a railway was by an described as heavy, 226 miles moderate, and the called a railway was by an expenditure of the called a railway was \$18,000,000, which the engineers had recently estimated, they would have to take the seventy miles of heavy work at \$75,000 per thinks it will suffice for traffic. I observed thinks it will suffice for traffic. seventy miles of heavy work at \$75,000 per mile; the 226 miles of moderate at \$39,000, and the 114 light at \$20,000, making altogether, with the rolling stock valued at \$1,656,000, \$18,000,000. From Selkirk to Battleford, the first 112 miles are described as the colonization road, and it is only that. The hon. Minister of Railways who is entitled that the chief engineer, with his usual caution, does not speak of it as a colonization road, and it is only that. The to the credit or discredit of this plan of degrading the railway into a track that will not be fit for heavy traffic." I am thankful for small favors, and I am willing to take the credit credit of having stated frankly to the House that my idea was not to obtain a first class railway, but the cheapest description of road that would answer for colonization purposes. I have given the House the estimate of the two hon. gentlemen, and I should be wanting very much in my duty to the House if I did not show them that that hon gentleman imself did not regard the construction of the Canada Pacific Railway as no very light matter, and held very much the views and opinions of his two hon. colleagues.

SIR R. CARTWRIGHT'S ESTIMATES

Sir Richard Cartwright, in 1874, in his budget speech, said :- "In order rightly to understand the extent of the burden we would be required to take upon ourselves for the construction of the Canadian Pacific Railway, it must be remembered that the lowest estimate for building this road to the Pacific alone, leaving nothing for bridges, ties, rails, on the supposition that a very much longe is something over \$100,000,000, and this, toc time would be given for construction. Now Mr. Chairman, I spoke before recess of the expense arising from the working of the In colonial Railway and other railways of the Dominion, chiefly in the Maritime Provinces iencies resulting from these sources \$1,250,000. I desire to call the special atten-

voted by this House in 1873 and subsequent-ly in 1874 for the construction of the Cana-terms for the construction of this work now includes for the Pembina branch, and ly in 1874 for the construction of the Canadian Pacific Railway, but that it is a contract the heavy expenditure charged to that based upon figures which, compared with those which hen, gentlemen opposite after will now devolve upon the company, and all their experience in connection with this consequently now reduce the estimate to work regarded as altogether insufficient for gentlemen who compose the syndic its construction, are far more favorable to

Now, I am bound to say I never felt Citisen more grateful to Parliament statements made by these hon. gentlemen, this pose of constructing the Canadian Pacific Railway. I knew that every intelligent we owed to the country to get along with this great work, notwitstanding the upon the best judgment we could form, but o act experimentally, I knew it was a great demand to make upon Parliament for the west | Government to ask, for powers to proceed | this with this great work, but we felt that, inas-much as the construction of this road was required to develop the great Northwest, inasmuch as it was absolutely necessary to make that country what it could be made and to increase the population and resources that we were warrant of the whole Dominion utilized for the purpose of construction. The House can understand that we felt fully the responsibility of asking for this enormous nount of public money to be expended, but feeling as we did that when we had construct ed the work from end to end and were really to operate it, the still heavier responsibility rested upon the country of providing the means of successfully operating that road, for no man could shut out of sight the serious responsibility that the operation of 3,000 miles of railway through such a country would entail. But Parliament felt that th construction of this road was absolutely necessary to the development of Canada, and they generously gave to the Government the assistance we asked for. But they did it under the conviction that we intended to apply those lands in such a way as would ultimately secure the people of the older provinces against the purpose of constructing the railway The Government were sensible of this generons feeling on the part of their supporters in this House in sustaining us, notwithstanding the fear and the alarm that it was sought. to create in this House by hon. gentlemen opposite, when they found themselves in which they had asked the House to give them the power of carrying itthrough. I say the House can understand the pleasure with which we meet the people of Canada through their representatives to-night, and are en-abled to say to them that by the means which we were authorized to use for the construction of this work, that we are in a position to state not only that the entire con struction from end to end, but that the responsibility of operating it hereafter is taken off the shoulders of the Canadian Government, in consideration of some-thing like the cost to the country of \$2,000,000 per annum, not commencing ultimate cost, assuming that we have to pay for over interest on all the money the synd cate will obtain under this contract. When we are in a position not only to show that but to show that out of the 100,000,000 acres have estimated. I am sure of land that Parliament placed two years ag at our disposal, we have 75,000,000 acres left with which to meet the \$2,000,000 of expenditure, and that expenditure will be diminished sume an advanced and triumphant position, but that she will be relieved from the expenditure of a single dollar in connection with does not agree. the construction or operation of this railway.

STRENGTHENED BY OPITICION I may say that I have been greatly gratined

upon the proposition we are submitting to

Nothing has given more confi-

dence in the soundness of our posi-tion and the impregnable attitude we occupy in Parliament, or out of it, than the criticisms to which this scheme has been subjected by the press, so far as I have seen. First I may speak of the Ottawa Citizen. I find that in the criticisms of that could have been inflicted on the people of paper, to which, at all events, we were entitled to look for a fair and dispassionate criticism, the editor of that paper has evidently handed over his editorial columns not only to a hostile hand, but to a disingenuou writer, who was not willing to put facts fairly before the country, and this strengthens me in my conviction of the soundness of the always under the impression that we proposition we are submitting to Parliament. If that contract contained objectionable features to which the attention of Parliament might be called, and that were sufficient to condemn it, where was the necessity of the condemn it, where was the necessity of the person who wrote the criticism in the Citizen, for mistating every clause of the contract that he commented upon, from beginning to end? I say nothing has more strengthened my conviction of the soundness of this measure, whether it was the Ottawa Citizen, from dinary acceptation of the term in relation t which I had hoped better things, or from the Free Press, from which I did not expect any different treatment, or the Globe newspaper of Toronto; and when I take up | contract in 1873, with terms largely in excess these papers and find that in every criticism every single ground of attack is based upon was not a contract that was capable I am confirmed in my opinion that they were unable in the then conditions of this from Linkoping to Winnipeg being 371 found that contract unimpeachable, and country to raise the capital that was necesthat a fair and candid criticism would com- sary. Now we approach this question in this amount to the extraordinary sum of about pel them to give their adhesion to it. When spirit, and would ask every member of this I look at those criticisms I am reminded of House if we should not be unworthy of reto every hon. gentleman that these railways entail such an enormous expenditure without its becoming apparent to fine. ture without its becoming apparent to the Heuse that the cost or maintaining a railway better position of a man who, after building a ship and finishing it complete in every re-Mon. Mr. Mackenzie—You did not give much attention to them a year ago.

House that the cost of maintaining a railway a ship and mishing it complete in every remeally 3,000 miles in length, passing through a country almost entirely unifinabited, must the ship was all right in design, material capital can do they have the advantage of, of the Union Pacific Railway is a very unifinabited. the money markets of the world. He said:—
the money markets of the world and workmanship, but that there was a little
to do necessity be very much greater. For a
long time after the construction of the rail
way a neormous charge must be entailed to
keep the line in full working order and good
there is a great deal in the again
said and that we ought to
says I did not give much attention to them a year ago, but looked at in the light of subsequent which they did not think
asys I did not give much attention to them a year ago, but looked at in the light of subsequent which they did not think
the full way to the ship was all right in design, material
and workmanship, but that there was a little
to the this, and on that account they did not think
the full way to the observed which they did not think
they would takele her. I say, that when we
committee is a great meal
special way to the were well, sate when we come of which we we man to see where
the line in full working order and good
there is a great deal in the again
they world takele her. I say, that when we occupy son will be borne out. If you value the ands at \$1 per acre, the contract of 1873, and subscended upon the offer to secure the construction of the Canadian Be rick-Railway to the alian Company, will save the stand of \$112. They say, although you would count which we ask of Selkirk." I hope that when the hon, gentleman is one entitled to their favorable consideration, and only that they are the contract with the strongest of the Government of the Canadian Proposite of the Selving of the Canadian Proposite of the Selving of the Canadian Proposite of the Selving of the Sel

road afterwards. should have thought that this was a much less favorable, than those embodied in the present contract. gentlemen, "we don't like the Co remark most libellous and insulting t

Sir CHAS TUPPER—The organ of the hom. gentleman in this city. Hon. Mr. Mackakers—Do you mean the

Sir CHAS. TUPPER-Well, perhaps the Citisen is now the organ of the hon. gentlemen opposite. I know that within the short space of 24 hours they were able to take the Times out of our hands by some means—2 "pullman device," I believe, they called it; but, sir, I do not feel surprised that hon, gentlemen reject with scorn organ or speaks their sentiments-a journal that attempts to throw obloquy upon gentlemen of the highest standing in Canada and ing the enormous demands made upon the not like the Company, but one would sup-Treasury of the country; I knew that, pose that their ideas had undergone revulsion upon that question.

THE MEMBERS OF THE SYNDICATE The gentlemen who have undertaken work stand before the people of this country to-day in the strong-est position that it is possible for gentlemen to occupy in relation to a great enterprise such as this. The Canadians engaged in the enterprise are men who are second to none in respect of commercial standing and capacity, and by their success in carrying out their great railway enterprises they have afforded us the guarantee for the manner in which they will fulfil their engagements with the Government and the Parliament of Canada. I may be told that the owners of the St. Paul, Min neapolis & Manitoba Railway are members of this syndicate, and, sir, I am proud to know that that is the fact, and for this reason :- I say that standing outside of this association, they were in a position of antagonism to Canada, because they were the owners of a line of railway to the south of the Great Northwest and of large tracts of fertile land contiguous to that railway. We all know that the great barrier to the successful de velopment of the Northwest was that in the absence of a Canadian Pacific Railway our immigration was obliged to filter through the territories of the United States, and the great efforts which have been made to secure immigration into the U.S., and intercep those who were on the way to our North west have not been made by the Governmen of that country or by the legislature of the States, but by the railway companies, who have a personal interest in bringing these immigrants into their own territories. sir, we have annexed a large portion of the State of Minnesota to Canada in this way osition to criticise the very measure for and any man with a head on his shoulders will see at once that a Company who have engaged to build and operate a road 650 miles from Thunder Bay to Nipissing, and who are to be the owners of one thousand miles of road from Red River to Nipissing, cannot afford to do anything less than attract along that soute and from the railways to the south a volume of immigration to settle the lands, for that alone their enterprise successful. The interest which these gentlemen will have in the Canada Pacific Railway will be ten fold greater than any interest fold greater than any interest they ever had in the St. Paul, Minneapolis & Manitoba, and I care not what their nationality may be as the signatories of that contract, Canada possesses in them the most undoubted evidence that they will spare no effort to secure traffic on the Canadian Pacific Railway. The hon, gentlemen seemed to think that this company would not bear the scrutiny and investigation which was desir

Hon. Mr. MACKENZIE-Who said so? Sir CHAS. TUPPER-I hope I did not do the leader of the Opposition an injustice the proud satisfaction of seeing Canada as- thought that my mention of the company was received by him in the way in whi usually receives a sentiment with which he Hon. Mr. BLAKE-I do not quite understand

the hon. gentleman.
Sir Charles Tupper — I say that I may say that I have been greatly gratined that Company embraces capitalists both of at the criticisms that have been bestowed our own and of other countries who are men of the highest character, men whose names are the best guarantees that could be afforded the people of Canada that any enterprise we they may undertake will be successful.

HOW THE CONTRACT SHOULD BE CONSIDERED. With regard to the terms of the contract, I do not hesitate to say that no greater injury Canada than to have made the conditions of the engagement so onerous that instead of ensuring their successful fulfilment, they would have led to failure. I say that the moment that contract is signed everything that men can do for the purpose of obtaining the best terms in their power has been done, owed it to Canada to make a contract that was capable of fulfilment, to give those gentlemen a fair contract, and afford them a fair anxious to transfer from our shoulders to theirs; and I would ask this House whether they think this contract involving the great business and importance that it is one to sit down and cavil over in the orcontracts, and to drive the most difficult bargain that could be driven, and perhap lead to what occurred when we made the of those that this contract contains. But it

perchased their bonds failing to obtain the storest which they justly expected from the Whether you look at the Ames rican, the Canadian or at the English, French or German gentlemen associated with the nost fortunate in having this work placed in their hands

It is stated that the security of \$1,000,000 for the carrying out of the contract is too small. They say that a paid-up \$5,000,000 within two years and a \$5,000,000 is too small. My opinion of security is this, that provided you get the parties who are most likely to deal suc fully with the matter, the less security yes demand the better, because just in prope tion as you back up the resources of party, the more you decrease his power to carry on this work successfully.

Hon. Mr. Blaks—In order to impreve the

situation, let us strike out the clause abo the million dollars.

Sir CHARLES TUPPER-Of course we speaking within a certain latitude, and would ask the hon. gentleman to turn his a tention to what was a similar work constructed on this continent—the Union Pacific Railway, and I would ask him whether the capital of that company was larger, or whe ther the security given by them for the con-struction of the road was larger than is not obtained with this company. He may examine into the carrying out of any of those great works, and he was con-ity that the Government had was congreat works, and he will find that the secur fidence in the parties engaged in the projects that they would carry them out completion. The hon, gentleman will at that under this arrangement we have the best guarantee that these works will pushed rapidly to completion under the contract as now proposed. This contract requires the parties to complete the road is ten years, that in July, 1891, it shall carried to completion, and I may say, at although the hon. leader of the may have forgotten it, he took the liberty year ago of expressing his opinion, and to certain extent, I suppose, his sympathy with the deplorable condition in which the members from the Province of Quebec found them. selves. The hon. gentleman se pec had spent \$11,000,000 which she could ill-afford for the construction of a provincial railway, principally for the purpose tapping the Pacific trade.

Quebec had stretched out her arms

oward the great West as far as this

city for the purpose of securing that trade, and the question is how soon that expenditure is to be made available. Her road is paying as it is. What Quebec expected was that it should pay some fraction of interest on its construction, but they alm expected it would bear a great tide of Wes tern traffic into her principal cities, and bring prosperity to her people, but unless some hrough connection is made, these expects tions on the part of Quebec would no be realized, that if the eastern and was no onstructed till the western end was finished, he hoped they would all be alive to enjoy I will not say that there was the results." any sarcasm in these remarks; I will not say that the hon. gentleman was not shedding tears of sympathy when he was bemoaning the happy fate of Quebec, but where are Nova Scotia, New Brunswick, Prince Edward sland, and where is the Province of Ontario Why, they stand in a position to-day that a year ago we would have been laughed at if we had ventured to predict. If we had said a year ago that by this session we would be enabled to provide a contract by which in 1891 all the cities of these provinces would ave easy communication with the great forthwest territories of Canada, it would have been considered impossible of attain-ment. What is of more vital importance to his province and the cities of the East Quebec, St. John and Halifax, than that the hould have ready access to the great Northvest? The fact is that that great country with its millions of fertile acres, that yield abundant returns to the industry of agriculturists, must for years to come, during the upon the older provinces for its manufactures. Therefore it is of vital importance to every section of Canada, and to no portion more than the Northwest, that there should be easy, rapid and cheap communication established at an early day. New, sir, I will draw the attention of the House for a moment to what will be accomplished. The road is to be commenced on he 1st of July next at Callendar station, near Lake Ninissing, and under this contract s to be proceeded with pari passu at such an annual rate of progress as will secure through connection with the Canadian Pacific Bail-way by 1891. Now, with regard to can distance, everybody knows that the construction of this line will shorten the distance between all our great cities and Winnipeg, the present emporium of the Northwest, some 500 miles, but assuming t but assuming that we had to go by the Sault Ste. Marie in the absence of any line at the north of Lake Superior, the distance by the Sault and Duluth would be, from Nipissing to Sault Ste. Marie 294 miles, from Sault Ste. Marie to Duluth 410 miles, and from Duluth via Emerson to Winnipeg 464 miles, making the total distance from Callendar Station to Winnipeg 1,168 miles. That was the shortest route which twelve months ago the Govriment were able to hold out any expectation of obtaining. Now, we propose to secure the construction of a through line, to be commenced on the 1st of July next, which will

shorten that distance by 111 miles. Hon. Mr. BLAKE-That is 1,057 miles from Winnipeg to Southeast Bay.

Sir Chas. Tupper-It is 1,006 miles from Nipissing along Thunder Bay to Winnipeg if you take the lake, or 1,057 miles by rail, the distance from Callendar Station to Linkoping, the station where the line will strike the Thunniles; so that the House will see we have the shortest possible line by which to reach It will also see that the distance