

manent line was \$960,000, and the estimate for the temporary line a trifle over \$400,000. Mr. Van Horne declares that he made that double estimate because it had been his intention to build the temporary line first and then the permanent line almost immediately afterwards, within the period prescribed, by September, the temporary line to be built in order to get on with the operations beyond. He then proposes, in this letter to the Government, to get permission to postpone the construction, for some years, of the permanent line, for reasons to which I will allude a little further on, and he says: If you will allow me to do so, it will be a positive saving, because, by taking time and by using the ties and rails in the temporary line, I can build the permanent line for so much less that it will save actually the amount of the cost of the temporary line; the price of labor is so high, and it costs us so much more to do the work quickly within the specified time, that we will save the whole cost of the temporary line we are going to construct if you will allow us to postpone the permanent line; it will cost us 50 per cent. more to build that \$960,000 of work within this time we have stipulated for than it will if you allow us some further time to do it. The report of the chief engineer of the Government is that his opinion is, and that he himself estimated for that twelve or thirteen miles of permanent line, about \$960,000, and that in that estimate he added 50 per cent. to the cost, in consequence of the speed of construction, and that he believed it will cost no more than, I think, some \$630,000 or \$640,000—as I said, I will not profess to be accurate to a few thousand dollars—if time is given for the construction of this permanent line, being less by 33½ per cent. than he had estimated, when he added 50 per cent. to the cost of comparatively leisurely construction for expeditious construction. Now, there are the papers on the Table of this House proving how much extra it has cost to build this line at the speed at which it was built, and with these papers and the company's statement, and the Government engineer's statement, brought down by hon. gentlemen opposite, they ask us to vindicate this extra expenditure as a prudent expenditure, because it could be done cheaper now, while they were straining every nerve, hiring every available man, and raising the price of labor, than it could be done later on! How are we to take it? I have the statement of the vice-president of the company and of the Government engineer as to its costing 50 per cent. more in this particular part to build this railway with speed. I have the statement of the Acting Minister of Railways, that it is cheaper to do the work in a hurry than it is to do it with more time. Which am I to believe? Then the hon. gentleman said—and he came there to a very tender point—that we had no right to anticipate the necessity for these works last year. He said that was the difficulty, and there we get back to the allegations of last year. We find that last year the statement was made as to the plan upon which this company was to construct the road. We find last year that their plans were made for completion. We know that they were plans for a first-class road. We know that they were plans involving large expenditures. We know that they contemplated the construction of elevators and of great works, and we were told last year that the subsidy, the aid that we were giving was ample to complete the road. The contract is to complete the road. Now, the hon. gentleman says that the contract will be completed in September. I deny it. I say our contract will not be complete in September. Our contract with the Canadian Pacific Railway Company was to have a completed road. They will have the iron down by September, but they themselves say they are not going to open the road for business till the spring following. Why are they not? Why in the world are you not going to open the road and to reap all the profits which are to accrue the moment the road is opened? What means this insanity, of keeping a road some thousands of miles

long closed to traffic some months after it is completed? Open your doors, run your trains, take your freight trains across, from one side of the continent to the other, and reap your dividends. Oh, no, they say; we are not going to begin till the spring of 1886. And why? Because the road is not going to be completed till the spring of 1886, because all that is going to be done is to get a pair of rails from the Atlantic to the Pacific. Of course, there are parts of the road, and considerable parts of the road, which are completed; but according to the confession of the company, the entire road will not be completed till next year. They say, forsooth, that the contract is completed. They say that all they have agreed to do will be completed by September. I say our contract was to have a road quite complete, a road fit to carry traffic, a road in such a condition that the traffic could be carried over it, a road to be opened, and then, from the time of opening, the agreement as to maintenance went on. They say: We will have completed the contract in September, but the road will not be so far finished that we can open it up for traffic. No, it will not be completed; else, I presume, they would open it for traffic; but in many respects, even if it were open for traffic, it would not be complete, in the proper sense of the term. I observe that an eminent engineer, who was for many years connected with this road, and is now a director of it, Mr. Sandford Fleming, after passing over a portion of the road the other day, sent a telegram, in which he stated—I cannot remember the exact words—that either a large quantity or a considerable quantity of work remained to be done, but it was of the simplest character. Well, we know that a large quantity remains to be done between Callander and Port Arthur, because a great portion of the places that have to be crossed are crossed by trestles, not only small rivers, but ravines and depressions in the ground of various kinds, are crossed by trestles. Of course, these trestles are intended to be filled up with earth, and I presume the simple kind of work Mr. Fleming speaks of refers to that. Now, I do not care whether the work is simple or complicated; what is important to consider is, that there is a large quantity of work remaining to be done, and that is the statement in this very telegram. The circumstance to which I have just alluded, and the other circumstance, of the road not being intended to be opened for business to the Pacific until the spring of 1886, are sufficient indications that we are not getting a completed road. The hon. gentleman says we are getting all we really bargained for, because the road is completed within the meaning of the contract. But it is not completed so as to be fit for use; it is not completed so as to be serviceable for the purpose for which we wanted it; for that purpose you have got to pay more money. The statements which are made upon this subject, and also with reference to the effect and consequence of this loan, are material in considering our present condition. Sir Charles Tupper said:

"They are in a position to say to the Government, we can fall back upon our contract; we can disband our force of 9,000 men now operating near Lake Superior; we can draw in our engine, and by 1st May, 1881, we shall be able, to sell land enough to provide with the net revenue for operating all that we require."

"We shall have the means of completing our contract; but if you want that great work completed by the end of 1885, we ask you not to give us an additional dollar, but to advance to us, as the work proceeds, the amount of \$22,500,000 for that purpose. I have told the House, in the first place, that they do not ask an additional dollar of subvention for the purpose of completing the contract they have made with the Government."

"I have told the House the company have the strongest confidence in the value of the subvention already given; that with the amount that can be obtained from the outside public and that has been obtained from the outside public, they have the means of completing their contract. But while they do not ask the House to give them a single additional dollar, they ask us to use the credit of this country which, thanks to the management of my colleague, the Minister of Finance, never stood in a higher position, to obtain the means of accomplishing this great national work by the end of 1885, and that without imposing the slightest shadow of a shade of additional burden upon the Government or upon

the con-
was to
First
was to
now
is not
"to d
"of a
"cou
"con
wonder
tiation
many
loan u
the ot
he ma
would
much
by 18
that
has al
Budge
Pacific
Perha
toms-
minds
that t
from t
that t
the de
back t
than
burden
repay
be co
alread
tions f
six mo
sum o
he cou
the in
the ha
loans
we h
pretty
this r
the ba
banks
when
money
the sil
the lo
long l
words
hardly
"I d
ground
way O
and the
tive fo
with;
before
receive

At the
treat
it on
Actin
actual
impai
to imp