

it was important to bring it down, and did not ask permission of the writer to bring it down at an earlier stage. It had no value in this matter until the question was raised by my hon. friends opposite who made the extraordinary statement that we had been offered by the Grand Trunk the construction of that road for the ordinary subsidies of our common railway grants.

THE REJECTED G. T. R. OFFER.

We have applied to the representative of the Grand Trunk Pacific Company for permission to bring down that document. The word 'confidential' is on it but we have the permission of the writers to lay it before parliament. I shall now read it, and the hon. gentlemen can compare that offer with the statement they have made throughout this country that we were offered this road for the ordinary subsidies. The document is as follows:

CONFIDENTIAL.

Montreal, Que., November 3rd, 1902.

TO THE RIGHT HONOURABLE SIR WILFRED LAURIER, G. C. M. G., P. C.,
Premier of the Dominion of Canada, Ottawa, Ont.

Sir,—Your petitioners desire to memorialize your government in regard to the construction of a first-class line of railway from the northern terminus of the Grand Trunk Railway, at, or near, North Bay, Ont., through to the Pacific coast, for the reasons and upon the conditions herein set forth:

1st. That it is considered very desirable and in the public interest that there should be, without any unnecessary delay, a second trans-continental railway reaching from the Atlantic ocean to the Pacific ocean, in order that additional facilities may be provided for the large growing business of the Northwest, which might otherwise find its outlet through American channels.

2nd. That your petitioners propose, as soon as authorized by your government, to undertake the construction of such a line from North Bay, Ont. (or some other point north thereof, to be defined), to the Pacific coast, the terminus to be at or near Port Simpson, with all necessary branches along the route, to be designated.

3rd. That your petitioners, therefore, ask that their application for authority to construct such a line of railway, to be called the "Grand Trunk Pacific Railway" shall be granted.

4th. That your petitioners will be prepared, immediately an agreement is entered into by the government, and the concessions hereinafter mentioned are sanctioned by an Order in Council, to place a corps of engineers in the field, both at the eastern and western ends and at other points on the projected line.

5th. That the routes to be selected shall be submitted to and approved by the government, after proper surveys have been made.

6th. That as soon as the plans and routes are approved, work shall be commenced and the road shall be completed and in operation within a period of five years from the time the Act is in force.

7th. That all the work shall be subject to the inspection and approval of the chief engineer of the government.

8th. That in order to provide for connection with the Atlantic sea-board all the year round and through an all-British territory route, your petitioners will be prepared to enter into an arrangement with the government for an interchange of traffic, or other satisfactory agreement with the Intercolonial Railway at Montreal or to consider such other proposal as the government may submit.

9th. That your petitioners would have the advantage of all the eastern connections, in Ontario and Quebec, of the Grand Trunk Railway, and by this means on the completion of the transcontinental line there would be established and opened up a complete system from ocean to ocean.

10th. That the conditions referred to in clause 4, upon which your petitioners would undertake the carrying out of the proposed work, may be set forth as follows:

(a.) That the Dominion government will grant a cash subsidy to your petitioners of \$6,400 per mile of railway, and in addition 5,000 acres of land per mile.

(b.) That the payment of the carriage of the mails shall be calculated on the same basis as provided for under the contract made with the Canadian Pacific Railway Company.

(c.) That rails and materials of every kind, used in the construction of the railway—if dutiable—shall be admitted free, if such material cannot be obtained in Canada upon equally favourable terms.

(d.) That the Grand Trunk Pacific Railway and all stations and station grounds, work shops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the company, shall be for ever free from taxation by the Dominion or by any province hereafter to be established or by any municipal corporation therein; and the lands of the company in the Northwest Territories (until they are either sold or occupied) shall also be free from such taxation, for twenty years after the grant thereof from the Crown.

Your petitioners ask that your government will give the prayer of this petition their early and most earnest consideration.

And your petitioners will ever pray.

On behalf of the petitioners,

GEO. A. COX,
CHAS. M. HAYS,
WM. WAINWRIGHT.

OPPOSITION VERY FAR ASTRAY.

Now I want my hon. friends to look into this matter a little further and see the difference between the offer of the Grand Trunk as they have stated it and the offer as it really is. I have shown you, Sir, that they ask maximum subsidy of the Railway Act which is \$6,400 per mile. They also ask the exemptions with regard to customs taxation, such as were granted in the case of the Canadian Pacific Railway and such as we have refused to grant them under our contract. They also ask exemption from taxation, particularly in the matter of lands in the Northwest Territories an exemption which has been the cause of great difficulty in the Northwest Territories, and which we emphatically refuse to grant hereafter to any company whatever. And then they ask that we shall give them 5,000 acres of land per mile. Five thousand acres of land for one mile of railway might not alarm anybody but when you multiply that by the mileage of a long line of railway you discover that 5,000 acres a mile is a very considerable amount. The hon. member for Compton (Mr. Pope) in the speech which he made the other day on the value of the aid granted by Canada to railways during past years dealt with the question of both lands and money and he computed the value of the lands which we have given in bygone years at \$2 per acre and I do not think that was an unfair calculation. If it will be generally admitted that \$2 per acre was a fair estimate as respects lands granted in the past, \$3 per acre would not be an unfair estimate, but a very moderate estimate, as to the value of lands to be granted now and hereafter. I do not think the hon. member for Compton (Mr. Pope) would object to such a calculation as that. Let us see how it works out.

The distance from North Bay to Winnipeg is 1,012 miles. From Winnipeg to the Pacific 1,480 miles. The total distance of the line proposed by the Grand Trunk is 2,492 miles. 2,492 miles at \$6,400 per mile amounts to \$15,948,800. 2,492 miles at 5,000 acres per mile amounts to 12,460,000 acres. 12,460,000 acres at \$3 per acre amounts to \$37,380,000.