

(Hon. Mr. Blair) but had not the same courage.

Some hon. MEMBERS. Hear, hear.

Mr. BORDEN (Halifax). The right hon. gentleman was good enough to make a comparison between the terms upon which the Canadian Pacific Railway was built and the terms upon which this railway is to be built; but in making that comparison he very ingeniously put out of sight the \$50,000,000, or the \$65,000,000, or the \$75,000,000 which will be expended in constructing this road from Winnipeg to Moncton. As a matter of fact if you assume that this road from Winnipeg to Moncton will cost \$65,000,000—and I believe that is a very moderate estimate—you will have nearly \$80,000,000 to the cost to this country of this so-called national transcontinental road.

Some hon. MEMBERS. Hear, hear.

Mr. BORDEN (Halifax). And as far as the prairie section of that country is concerned, I will venture to say in the presence of this House and before this country; that it is a fairer proposition, a better business proposition to build a road across the western prairies to-day without any government assistance or guarantee at all, than it was twenty years ago to build it on the terms upon which the Canadian Pacific Railway built it.

The right hon. gentleman retracted some of his own views with regard to the Canadian Pacific Railway and the building of it, and the linking together of Canada by that band of iron; but he could not quite recant, and in the latter part of his speech he was bound to say, that the policy of building the Canadian Pacific Railway was an unwise policy. And yet, Mr. Speaker, if the Canadian Pacific Railway had not been built when it was built, and if the western country of Canada had not been acquired, it is probable that another flag, not the British flag, would float over it to-day.

Some hon. MEMBERS. Hear, hear.

Mr. BORDEN (Halifax). The right hon. gentleman laid great stress amid the plaudits of his supporters upon clause 37 of this agreement. He told us that clause 37 made it absolutely necessary that every dollar that the company spent in materials and supplies should be expended within the limits of Canada. Let us take section 37 and see what it means. It says:

The company shall purchase all material and supplies required for the construction of the western division and the equipment of the whole of the said line of railway from Canadian producers, when the same are produced in Canada and when such material and supplies can be purchased in desired quantities and of equal quality suitable for the purpose required, and for prices and upon terms equally advantageous with those procurable elsewhere.

Mr. Speaker, you as a lawyer, will appreciate the delightful latitude which is

afforded to the Grand Trunk Pacific Company under the provisions of the Bill.

Then, my right hon. friend went into ecstasies over clause 12 of the agreement. There is to be a guarantee of \$5,000,000 by the Grand Trunk Railway Company, and that was a most important part of this agreement. Let us read section 12, and we will observe what this guarantee amounts to, and for what purpose it is to be used:

The company shall, within thirty days after the passing of the Act confirming this agreement and of the Act incorporating the company hereinafter referred to, deposit with the government five million dollars in cash or approved government securities, or partly in cash and partly in such approved securities, at the company's option as security for the construction of the western division and for the first equipment of the whole line of railway, as provided for in this agreement.

Therefore, the company guarantees, by the deposit of \$5,000,000, to do something without which its enterprise would be of absolutely no moment at all. In other words, the company guarantees to build a railway as to which it receives a guarantee of \$13,000 per mile for one portion of it and \$30,000 per mile for the rest; and it deposits with the government \$5,000,000 as security that it will use for the construction of the railway the moneys derived from the bonds guaranteed by this government. That is certainly a most remarkable piece of statesmanship, and I am not surprised at the plaudits with which the announcement of this clause was greeted by the right hon. gentleman's supporters. It is quite evident they were kept as much in ignorance of the real nature of this clause as were the hon. gentlemen on this side of the House.

Now, Mr. Speaker, there are some matters as to which I think the House should have information before very much further progress is made with this measure, which has had the result of driving from the cabinet the Minister of Railways and Canals, the man who among them all had experience in matters of this kind, the man whose policy they have been endorsing during the past seven years, the man whom they have pointed out to the country as an able and efficient administrator ever since he took office, in 1896. When this policy is announced to the House and is before us for discussion, there are certain documents and certain information which ought to be placed on the Table before it is further discussed at any great length. In the first place, I submit to my hon. friends on the treasury benches that all correspondence with regard to it should be brought down, and that we should have placed on the Table all surveys and documents relating to location, cost, and earning power of this proposed railway. My right hon. friend said this afternoon that there were mountains of information about this line. Well, let us have deposited on the Table just a small