

MR. MACKENZIE: This is not measured yet.

SIR CHARLES TUPPER: No; we are obliged to deal with approximate measurements in order to discuss this question at all. I am also happy to be able to say that, so far from the second 100 miles being open to the criticisms of the hon. gentleman, we have not only got a good line, but we have just received tenders for the construction of probably as heavy a section of line as there is between Red River and the foot of the Rocky Mountains, under \$500,000 for 100 miles. The grades will not exceed those of the Grand Trunk or Great Western Railways. If there is any part of the line which it is important should have the best possible grade, it is that between the country from the Red River to Lake Superior. No person who heard the elaborate statement of the hon. the Minister of the Interior, the other night, can doubt but that the population will increase in the country as rapidly as he depicted.

MR. BLAKE: Hear, hear.

SIR CHARLES TUPPER: I will refer the hon. gentleman to the Grit Bible for evidence of the accuracy of those statements. I have here an extract from the *Globe* newspaper:

"It would not indicate extravagant hope to say that 1,000,000 people will be in the North-West Territories before the 1,400 miles already considered have been constructed. But let us say that only 500,000 people are then in the North-West. If they contribute to the Dominion Treasury in the same proportion as the people of the other Provinces, they will increase the Revenue by \$3,000,000 a year. The 1,300 miles of Railway we treat of will certainly cost more than \$30,000,000 when completed and equipped. That sum represents an annual payment of interest of \$1,200,000, so that no less than \$1,800,000 would remain to the good. Part of it would, of course, go in expenses of government and protection for the 500,000 people contributing the whole, but it is easy to see that the Dominion has nothing to lose by carrying the Pacific Railway to the Rocky Mountains at an early date."

This is a corroboration of the statement, that we will be able to build the whole road from the Customs duty alone of the 500,000 people that will shortly go into that country. Under the circumstances, I am astonished at hon. gentlemen opposite arraying themselves in an attitude of hostility to this work, on the ground that it is going to

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plunge us into financial difficulties. Although I am not prepared to admit the accuracy of everything that appears in the *Globe*, I believe that the editor never penned a wiser or more patriotic article than the one I have just quoted. No man has been more unjustly assailed by that newspaper than myself, but after reading that article I am prepared to forgive that paper everything. I feel that at last, actuated by patriotic sentiments in a crisis like this, the editor feels bound to come forward and cast his great influence in favour of this important work, demanded alike by good faith and the best interests of Canada. The same article continues:

"We now come to the Lake Superior section, which is certainly a political necessity, but not required till the prairie line has been completed and connected with Thunder Bay. It is, as we have shown, reasonable to suppose that at least half a million people will be on the plains when the Pacific Railway reaches the Rocky Mountains. Every family going in afterward will increase the quantity of produce available for export. The population of the United States doubled itself in twenty-five years; in several western territories the population has been doubled in ten years. The Canadian North-West will gain by emigration continually, and—as always happens where fertile land can be easily procured—births will be very numerous. By the time the line to the Rocky Mountains has been completed it will be wise to push on the road around Lake Superior, because before it can be built at a fair rate of speed a large traffic will await its opening. The Lake Superior section, from the eastern terminus of the main Pacific to Fort William, will be 620 miles long, and when completed will offer to the traffic of the Canadian and to a large part of the American North-West the shortest all-rail-route to the seaboard. It is not needed till the prairies have been opened up by the line to the Rocky Mountains. After that has been built it may be safely completed as a commercial road, one that will pay better year by year, and will ultimately be a very valuable property."

What is our present position? On the 31st December last we had expended \$14,159,665. I will give the items: The expenditure on the lines from Lake Superior to Red River has been \$4,866,861; on telegraphs, \$505,039; Pembina Branch, exclusive of rails, \$511,214; on rails, bolts, and spikes for the road altogether, up to the 31st December, \$2,958,062.

MR. MACKENZIE: What has been done with the old rails?

SIR CHARLES TUPPER: Those are the old rails. I am not including any considerable amount of the rails purchased since, because the payments up to