

Less bonus on South-Western Branch..	200,000 00	
		636,208 08
Lake steamers.....		145,118 24
Expenditure west of Callander.....		\$3,647,791 65
Montreal to Callander (main line).....	\$786,868 83	
Branch east of Callander.....	72,276 26	
		808,645 09
Expenditure on works, Montreal to Port Moody.....		\$4,456,436 74
Administering land grant.....	\$109,437 59	
Expenses of London office, handling stores, &c.....	230,096 63	
Fire insurance premium 3 years in advance.....	122,763 62	
	\$462,297 84	
Less receipts on land sales.....	305,569 00	
		156,728 84
		\$4,613,165 58
Interest and exchange.....	443,761 19	
do on land grant bonds.....	100,416 95	
Deposit on guarantee fund.....	147,136 87	
		691,315 01
Expended out of company's funds on connections, &c.....		1,890,334 00
		\$7,194,815 49
Less receipts from town sites, municipal bonuses, and net earnings.....		299,353 00
		\$6,895,462 49

In case, by any possibility, the company failed to fulfil the terms, what would be the position in which the Government of the country would stand? This is the position: The Government would have the possession of the following property:—Land, 21,246,600 acres; railway and branches, 3,327 miles; steel steamships, 3. This will cost us:

3,753,400 acres land (sold) say at \$2.....	\$ 7,506,800
Cash subsidy paid.....	\$21,415,417
do unearned.....	3,584,583
	25,000,000
Loan of 1883-4, paid.....	\$20,307,600
do unearned.....	2,192,400
	22,500,000
Proposed loan of 1884-85.....	5,000,000
Lien on Canada Central & Q.M.O. and O. Railway.....	5,333,333
Guarantee dividend on stock proposed.....	7,380,912
Land grant bonds, sold with no sales of land to redeem them.....	1,123,500
Estimated cost of Government work.....	29,500,000
	\$103,344,545
Assuming the lands to be worth \$2.00 per acre the following would be the position:—	
21,246,600 acres at \$2 00 per acre.....	\$42,193,200
Leaving the cost of 3,327 miles of railway at \$18,327 per mile.....	\$61,151,345

Mr. BLAKE. Hear, hear.

Mr. POPE. I am glad to hear the hon. gentleman cheer me. I knew I should show him a statement which would be very satisfactory, and I am glad to see that he recognises it as such. The following is the statement of amount of cash subsidy and loan, showing the amount of each earned and paid to the company up to 30th April 1885:—

Cash subsidy.....	\$25,000,000
Loan to pay off floating debt.....	7,500,000
do complete contract.....	15,000,000
do do guarantee of 3 per cent.....	7,380,912
	\$54,880,912
Up to the 30th April, 1885, the following sums have been earned and paid to the Company:	
Cash subsidy.....	\$21,415,417
Loan to pay floating debt.....	7,500,000
do complete contract.....	12,807,600
do pay dividend.....	
	41,723,017
Balance available.....	\$13,157,895

Mr. POPE.

I think, from those figures, if I had not been convinced the hon. gentleman already, and heard him say "hear, hear," in recognition of what I said, I still should have been certain that I had convinced him that it was a good transaction, one that he would like to go into, and that we ought to lay our shoulders to the wheel to complete this road. I have no doubt that he feels in his heart of hearts that every dollar of this loan has been properly expended, that a great deal of work has been done and a great deal more money expended upon it than he ever expected would be expended in the next ten years. I quite believe that it is a pleasure to the hon. gentleman, as is shown by his saying "hear, hear," when I explained these matters as frankly as I have. I must not occupy the time of the House much longer. I am sure I have tired you all with these explanations, but I wish for a few moments to call the attention of the House to a comparison between the Canadian Pacific Railway and the other transcontinental railways in America. If you take the mileage of the Canadian Pacific Railway, the Northern Pacific, the Union Pacific, and the Southern Pacific Railways, and then take the expenditures upon them, I think you will find reason for congratulation so far as the cost of our own line is concerned.

	Canadian Pacific.	Northern Pacific.	Union Pacific.	Southern Pacific.
Mileage—Main line...	2,895	1,889	1,922	2,115
Branches....	432	578	1,128	1,936
Total....	3,327	2,467	3,050	4,051
Share capital.....	\$65,000,000	\$109,749,464	\$120,144,000	\$152,459,700
Funded debt.....	\$35,000,000	\$50,122,200	\$213,394,564	\$85,617,200
Cash subsidy from Government.....	\$25,000,000		\$61,395,192	
Acres of land grant....	25,000,000	43,756,800	33,401,600	56,862,384
Gross earnings.....	\$5,750,521	\$12,955,971	\$45,746,963	\$15,375,117
Net earnings.....	1,191,891	4,994,870	18,742,151	7,739,499
Working expenses.....	4,558,630	7,961,101	27,004,812	7,635,618
Maximum grade per mile.....	116	128	116	128
Minimum curve....	10°	12°	11°	14°

Now, Sir, I will not detain the House much longer, but I think the figures I have given here, the comparison that I have been able to make between the expenditure of this road and that of other roads, must be very satisfactory to the House. In most cases the cost per mile of the Canadian Pacific Railway is not more than one half the cost of other Pacific railroads. I am bound to say that I am certain there is no better road than the Canadian Pacific Railway. Though it has been built with great rapidity, and my hon. friend thinks it has been built a little too fast, I say it has cost but little more than half, and in some instances less than half, what these other roads have cost. In view of these facts I am sure that hon. gentlemen opposite will not complain; I am sure they have great reason for congratulation that this road has been built in four years, from the Atlantic to the Pacific Ocean, or will be built in about four years and a-half. Although we gave the company until 1891 to build the road, they have shortened the time by five or six years, and in the spring of next year we shall be able to travel from the Atlantic to the Pacific on our own line, when our immigrants will be able to go from the seaports of Canada to the North-West or to British Columbia without their being tampered with by American immigration agents. In all the experience I have had with immigration I never had so much difficulty and trouble as I have had during the present year in getting our immigrants through the United States, or even to get them into Manitoba, where they had to pass through American territory. Even when they have secured a passage from Germany to Manitoba on through tickets, we have had the greatest difficulty in keeping them from