

a reasonable rate and I have computed the interest charged for seven years in that \$11,304,300.

I desire to give a plain statement of what I conceive to be the cost of this road as based on the official information which I have been able to obtain. It is subject to any correction or observation on the part of my hon. friend the Minister of Railways; but if you subject it to the most searching criticism, I do not think you can find that it will be brought materially below the amount I have estimated, namely, \$192,920,723, which is rather a staggering amount for the country to face, especially under present conditions. Because going on as we are, it would seem exceedingly probable that, by the time this road is completed, the debt of this country will have reached the figure of about \$450,000,000. I would venture to think that such a consideration might well give us pause, especially when contemplating some of the very large expenditures which have been promised, both in this House and out of it, by hon. gentlemen on the treasury benches.

The public debt of Canada at present is, I suppose, from \$265,000,000 to \$268,000,000. The cost of this road will amount to at least \$190,000,000 before we are through with it; and unless some considerable portion of that amount can be paid out of revenue—which does not seem very probable under present conditions—the total debt of this country, by the time this road is completed, without our spending a dollar for the development of our ports and inland waterways or in the construction of railways or for any other of the enormous calls that will be made on the treasury within the early future—without taking into consideration a single one of these demands on the public treasury, the public debt of Canada is likely to reach \$450,000,000 before we pay for the building of this National Transcontinental Railway. For this reason, I thought it important at this time to invite the attention of the House and the country, and especially of my hon. friend the Minister of Railways, to the estimate I have made and the data upon which it is founded, and to ask from him his criticism and comment. And if he finds my statement not according to his judgment, I sincerely trust we shall have from him some statement as to what, in his opinion, the total cost to the country will be by the time the railway is completed.

Item allowed to stand.

Mr. HAGGART. Will the minister be kind enough, in making his statement tomorrow, to tell us whether, in the estimate of \$63,437 a mile, he includes the terminals at Quebec or the shops at Winnipeg because it is not clear, under this statement, whether these are included or not.

Mr. GRAHAM. I think I answered that question when it was asked by the leader of the opposition some time ago.

Mr. DANIEL. Last year, when this item of double-tracking was up, I asked the then Minister of Railways what parts of the line were to be double-tracked out of the vote. He mentioned, amongst others, that part of the Intercolonial between St. John and Hampton. I see by the report of the Minister of Railways and Canals that the survey was made and plans and specifications prepared for double-tracking that part. But I think that no start has been made in the matter, and I suppose the money voted last year must have been deflected to some other purpose. Is it the intention to go on with double-tracking that part of the road at an early day?

Mr. GRAHAM. We are not asking for any vote for that work. This is for double tracking between Moncton and Painsec Junction.

Mr. DANIEL. What was done with the vote for that purpose?

Mr. GRAHAM. Was it a vote or a statement of the minister?

Mr. DANIEL. I only know that the minister said it was for that purpose.

Mr. E. M. MACDONALD. It was not so stated in the estimate?

Mr. DANIEL. It was so stated by the minister.

Mr. CROCKET. Does the minister say that this whole vote of \$200,000 is for double-tracking the Intercolonial between Moncton and Painsec Junction?

Mr. GRAHAM. Yes.

Mr. CROCKET. How many miles is that?

Mr. GRAHAM. Less than eight miles.

Mr. CROCKET. How far has the work advanced now?

Mr. GRAHAM. About half way.

Locomotive and car shops with equipment, \$570,000.

Mr. GRAHAM. This is for the new locomotive and car shops with equipment, also grading and providing additional yard accommodation.

Mr. J. D. REID. There is a contract that we have been trying to get some information about in connection with these Moncton car shops. The engineer, Mr. Mackenzie, it appears, has given a verbal contract for the amount of \$50,000 or \$60,000 under which work has been done but concerning which the government do not seem to have any information.

Mr. E. M. MACDONALD. It was given at schedule rates.

Mr. J. D. REID. No.

Mr. E. M. MACDONALD. Yes, if the hon. gentleman will read the evidence be-