

the hon. gentleman would be bending enough to night to allow a trifle or so for the \$5,000,000 for surveys—you will find that the estimate of the company last year does accord with the estimates of the engineers made so long before."

That road which was to cost us \$120,000,000, not counting the interest, we have to-day for \$53,000,000 in cash disbursed by us, with 712 miles of branch lines and 600 miles of leased lines in addition to the road upon which the hon. member for Durham made his calculations. And instead of being obliged to pay 5 per cent. on the money we want, we have borrowed at 4 per cent. and at 3½ per cent.

Mr. TROW. I rise to a point of order. I read a few extracts and was called to order by the hon. gentleman. The hon. gentleman is now reading his speech.

Mr. CHAPLEAU. Let us see now what this Government will show us, next fall, when the road will be completed? What has been done, during these six years of power, for that gigantic work which my hon. friends from Durham and from East York declared an impossibility so far as execution was concerned and the conception of which they termed "an act of insanity?" We have before us two estimates for that work; Mr. Fleming's estimate, \$80,000,000; Mr. Blake's estimate, \$120,000,000, or an average of \$100,000,000, and this calculation is based on the main line alone, without reference to the branch lines. Mr. Fleming's estimate allows only \$1,300 per mile for rolling stock, I find that proportion of rolling stock repeated in Mr. Schreiber's estimates as published in 1884, page 211 of the 9th volume of the Sessional Papers. The \$80,000,000 estimated cost of the building of the road is thus reduced by \$3,387,800 leaving a balance of \$76,612,200. Let us compare that sum with the actual cost of construction of the road as it stands to-day:

Cash subsidy .....	\$25,000,000
Built by the Government.....	29,846,148
Loan of last year.....	29,880,912
New obligations of this year .....	15,000,000
Land grant bonds .....	8,702,086
Town sites.....	504,875
Paid on stock .....	29,568,123
Bonuses.....	232,660
Earnings.....	1,456,318
Surveys.....	3,263,482

\$143,254,344

Deducting from that sum:—

1. Balance of the deposit to pay dividends.....	\$ 14,288,287
2. Paid dividends.....	5,378,000
3. Interests paid by company.....	1,389,474
4. Equipment.....	7,359,930
5. Steamers .....	697,369
6. Advances to the South Western Railway.....	1,595,280
7. " " St. Lawrence and Ottawa Ry..	227,155
8. " " Atlantic and North-West Ry..	202,837
9. " " Manitoba South-Western Colonisation Company.....	1,254,678
10. " " Ontario and Quebec and to the Credit Valley Railways.....	1,265,450
11. Acquired lines.....	8,981,955
12. Branch lines .....	4,605,172
13. Displacing 100 miles near Winnipeg.....	400,000
14. Renewing inferior material building.....	253,000
15. Indemnity to Manning, Macdonald & Co.....	395,000
16. Shops and machinery near Montreal.....	903,165
17. Construction plant, outfit and tools .....	208,291
18. Real estate at or near Montreal.....	408,207
19. Grounds and building at Winnipeg .....	1,040,701
(To be taken out of the \$15,000,000 now asked for.)	
20. For cars and material.....	1,000,000
21. For elevators, terminal facilities .....	1,500,000
22. For workshops on nine different points.....	600,000
23. To reach Coal Harbor.....	760,000
24. Snow sheds in mountains.....	450,000
25. Lake Superior.....	160,000
26. Terminal facilities at Quebec.....	200,000
27. Surveys .....	3,263,482

Total.....\$ 59,079,433

Total cost—Less amount outside of main line.....\$143,254,344

Cost of main line..... 59,079,433

\$ 84,174,911

The hon. member for Durham has estimated the rolling stock at \$2,000 a mile in his calculation of \$120,000,000, reducing it for construction to \$114,788,000. We have seen that Fleming's estimates were \$76,612,200, and we find that the real amount expended for construction is \$84,174,911, or not \$9,000,000 more than the *quasi* colonisation road for which estimates were asked of Mr. Fleming, and \$30,000,000, or more exactly \$25,000,000, less than the amount calculated by the hon. leader of the Opposition, if we deduct from his calculations the amount applied to branches. The specifications of Mr. Fleming, with light grading, heavy curves and high grades, have been set aside and the demands of the hon. member for Durham for a first class road have been complied with. If we had not, in that respect, the testimony of the most competent railway men who have inspected the road, I would cite the opinion of the Chief Engineer of the Government, in his report as far back as the 22nd September, 1883:

"It affords me much pleasure to be able to state that the Pacific Railway Company are doing their work in a manner which leaves nothing to be desired. The road is being most substantially built. The larger streams are being spanned by strong iron bridges, resting upon abutments and piers of massive masonry, and the small streams on the eastern section will be passed through solid cut stone culverts. On the central section, the streams are for the most part crossed by substantially built pile bridges.

"The work so far as it has been done, up to the present time, has been performed most faithfully and in a manner fully up to the requirements of the contract. I am enabled to speak with confidence upon this point, having made a personal inspection during the last two months of the work from a point east of Port Arthur (formerly Prince Arthur's Landing) to Port Moody."

The statement I have just given shows that the company has actually spent for branches and for the lengthening of the main line, \$15,330,823. Instead of blaming the company for that expenditure and raising the cry of extravagance, I say that nothing is better calculated to inspire confidence in the future of the enterprise than the energy which the company has shown in completing its railway system in view of future competition. It is now admitted that intelligently chosen branches are the strongest elements of success for a railway. I read some days ago, in an official report to the United States Government, at a chapter concerning the Internal Commerce of the United States for 1884, p. 37, the following remarks:—

"The work of constructing transcontinental railroads and their branches, and of equipping them and organising their agencies and methods for active participation in the world's commerce, has been an achievement unparalleled in the history of material enterprise. Soon after the completion of the main lines of the Union Pacific and Central Pacific Railroads, those lines began to secure a large and remunerative local traffic, consequent upon the development of the resources of the country through which they ran. This was not at first expected. The growth of local traffic at once suggested the construction of branch roads, and this line of policy has been adopted by all the companies owning and operating transcontinental lines or parts thereof, and mainly with the object of thus promoting the financial interests of the main lines. The construction of such lines has also proved an important instrumentality in the development of the resources of that vast territory situated between the Pacific coast and the Mississippi and Missouri Rivers, a region which but a few years ago was unhabited by civilised men. The State of Colorado, in all its material interests, is mainly a result of this development. The States of California, Oregon, Nebraska, and Kansas and Washington Territory and the Territories of Utah, Montana, Idaho also owe their present wealth and prosperity mainly to the contribution of the several transcontinental railroads and their branches."

There are to-day seven different railways working their way from the Atlantic to the Pacific coast. Every one of them has a large proportion of branch lines. With the Union Pacific the number of miles in operation is larger for the branches than for the main line. The following mileage table of those roads speaks for itself: