

termination of the contract—we were told that while this would be good for the country, it was done in the interest of the company, because it would be good also for them; because they believed it was a wise policy to anticipate the period fixed for the completion of the Railway. They said, we rejoice at it and call upon you all to rejoice and fall down and worship the great Canadian Pacific Railway Company and the Government which has created it and which is overshadowed by the glory of its doings. For two years it has been dinned into our ears that this corporation was about to complete the road. Now it turns out that the Parliament of Canada is to be called on to enable them to do it; that it is to the Parliament and the people of Canada they are to look for further assistance of an indefinite character to enable them to execute their contract in the form and manner which they deem to be most advantageous for themselves. Now, I have, on former occasions, standing here, pointed out from time to time what the position of the Canadian Pacific Railway was from the statements of the Government themselves, and from the statements of the company themselves. I have pointed out what the cost of their road would be, according to their own calculations; what the value of their subsidies of various descriptions was, according to their own calculations; what the balance would be, according to their own calculations. And hon. gentlemen opposite have said, well, it is very important, it is extremely valuable—we hope these speeches will receive a wide circulation; they are extremely favourable to the Canadian Pacific Railway Company. I, however, have been obliged to point out, and I did so last Session on more than one occasion, that it was not the magnitude of their subsidies or the excellence of the position accorded to the company under the contract which would relieve the enterprise from risk if prudent management did not attend its execution, and amongst the points of difficulty was this very one of a too rapid prosecution of the work. Speed means cost, and you cannot press a work beyond a certain point, as was proved in former discussions on this very subject, and as shown very clearly by the report of the former Chief Engineer of the road, without the cost being very largely enhanced. We are told that the speed has not only been great but that it has been unprecedented in the history of railway building; and if speed means cost what does unprecedented speed mean? It is clear that the work has cost more than it would have cost had it been prosecuted more slowly. You cannot suddenly obtain the supply of labour required for such a purpose to an extent double or treble what would be required for slower progress, without raising the cost of labour, and in that regard, as in other regards, as I have said, I repeat, speed means cost. The early completion of the work, its completion at so early a date as is talked of, of course accelerates the period of less profitable working. We have not all of us yet forgotten the statements by which the price to be paid the company was justified. It was said, there is to be a long period after the completion of the road before you can get any settlement and develop the traffic, during which the working will be unremunerative, and for which we have to compensate, in advance, by paying a larger price, and that is included in the sum of the price we paid. But accelerated construction, accelerated completion, means, of course, the acceleration of the point of that very unprofitable working to which hon. gentlemen allude. It means more. It does not merely accelerate the point of commencement, but it intensifies the character of the unprofitableness of the working, because the faster you build, the fewer years you allow for the development of the country, the development of the trade, the introduction of a population to sustain the railway when it is built, obviously the greater are the difficulties of working when you complete. Nor am I able to agree that the extreme rapidity which has been used and which is in-

Mr. BLAKE.

tended to be used, has done real good to the country. I am not able to agree in that view, and I think if the hon. gentleman would enquire in the North-West he would find that that sentiment is largely entertained. Amongst the difficulties of settling that country, is the difficulty of isolation, the sparseness of the settlements; and what has been done by the extreme rapidity of construction has been to increase that difficulty as well. People have been scattered over a wide expanse of country in which their difficulties have been made greater by this cause; and they have been induced to look rather to the chance of some fortunate location turning out to be a town site, or a mine, than to the steady development of the agricultural resources of the country, upon which its future must, after all, depend; which steady development will be greatly favoured by comparative density of settlement, and as seriously hindered by sparseness of settlement. Now there is a defence of course, and that defence is the boom; but I do not know that the boom has done the North-West much good either. I do not know that the great balloon which the hon. gentlemen set floating in the air, which looked so splendid and to which they directed all eyes, presents the same flourishing appearance to-day; and I believe the future of that country has, upon the whole, not merely not been helped, but has been seriously retarded by the course of inflation and speculation which their policy in this and other respects invited and encouraged; and that, therefore, it cannot be said in respect to the boom any more than in other respects that this rapidity of construction which induced the boom, and which we now learn is to be had at our cost instead of the cost of the company, was an advantage to the North-West. Hon. gentlemen say in the Speech that the reason of the guarantee is the need to sell the unissued stock. Without entering, on this occasion, into details, I must say that I do not find that statement very much in accord with the statements which are officially made by the president and by the vice-president of the company, from which it appears that their other resources, irrespective of the unissued stock, would be adequate to the construction of the road. It is said that the stock is not saleable at its fair market price. Now, I moved for, and the House ordered, papers on this subject, but the information which was ordered has not been brought before us. It should be brought before us. We know that the stock nominally is \$100,000,000. We know that the original issue was said first to be sixty, but I believe that later information is more accurate, which places as the price at which the syndicate, to whom it was entrusted, received it at fifty, and therefore the stock is issued at somewhere about one half its nominal value. We know from the newspapers, if the market reports are to be trusted, that it has been selling at a premium which has varied from fifty to sixty, occasionally going up above sixty, meaning a premium of from ten to twenty or twenty-five. Hon. gentlemen opposite say that is not enough, that it should sell at the highest premium on its issue price, and as it will not, let us make up the difference. Now, I maintain that amongst the information which is essential in order to Parliament's intelligent consideration of any plan or scheme for the relief of the Canadian Pacific Railway Company, is the full-est information of all transactions in connection with this stock. We have discussed the subject before, and I have pointed out the inferences which are to be drawn from such meagre information as we have. We have called for further papers, and I ask that these papers should be speedily brought down, and that, as part of the *cause justificative* of this proposed transaction, we should know how it is that \$45,000,000 or \$55,000,000 is the actual sum of what has been received for them. But that is not the only difficulty which, as it seemed to me, was brought on the company by the policy of that corporation, aided and encouraged and backed by the Government of the day, in taking that