

on that work to April 30, 1917, was \$4,566,072.72. I should like to say en passant that that is an outrageous price for a tunnel of that length; but even at that it will be noted that if it were built at the estimated cost it would only require \$65,248 to complete the work. The estimated cost of the terminals is \$723,616, and the expenditure to April 30 amounts to \$282,242, leaving a balance of \$441,373. The Montreal station has not been built yet. It is going to be cheap, because we are supposed to build it. The estimated cost of the station is \$110,823. That is the cheapest station in Montreal. The Windsor station is within 200 yards of this proposed station, and what did it cost? How many millions of dollars? This Parliament is told that this station is going to cost only \$110,000, and it is said that \$95,823 has been spent on it to date, and that \$14,999.62 will finish that station. The figures are very precise, \$15,000 might have been allowed for the completion of this work. I ask any honourable gentleman who lives in Montreal if he has seen this station. The Canadian Northern Railway Company is very particular as to the amount which the country will have to expend to complete that work. The next item is the electrification of the tunnel, \$425,127. The expenditure to the 30th of April is \$372,236.02, and the cost to complete it is \$32,890.98. Then we come to the branch railway from the West Portal to the junction with the Canadian Northern railway. The estimated cost of this work is \$182,458, and \$119,329.14 has been spent on it to date, leaving a balance of \$63,138.86 to carry it to completion. I pass by this locality very often, and there is a filling to be made there that will take the whole of that amount. The estimated cost of engineering contingencies is \$585,177. Up to date \$543,370.46 has been paid out, leaving a balance of \$41,806 to be spent. The estimate for real estate is \$2,155,593, and to date \$2,110,593.99, has been expended leaving an amount of \$44,999. I know for a fact that all the lands bought by the Canadian Northern railway have not been paid for in full.

Hon. Sir JAMES LOUGHEED: We are not taking those over.

Hon. Mr. CASGRAIN: They are supposed to be Canadian Northern yards.

Hon. Sir JAMES LOUGHEED: Not the town site behind the mountain.

Hon. Mr. CASGRAIN: I am not speaking of Model . . . The Canadian North-

ern bought about 5,000 acres of land back of the mountain. The honourable gentleman from Montarville (Hon. Mr. Beaubien) knows that they bought that land, and I dare say that he knows, as I do, that the only money that passed between the agents and the sellers was about enough to pay the commission to the agents and a very small payment on account, and when the other payments became due representatives of the railway company went to the various landowners and told them that they had not the necessary money and could not pay, and asked them what they were going to do about it. They said: "You may sue us, but you will get nothing for two or three years. If you will defer these payments we will make a proposition to you." I do not know whether they knew that some kind Providence or some kind Government would assume their liabilities; but they said: "If you will defer these payments we will agree to pay you the interest; if you do not want to take that you will get nothing at all." The people had to consent to defer the payments and in some cases they got their first payment and interest. This land was supposed to be for yards for the Canadian Northern railway.

Hon. Mr. BELCOURT: What is the cost of the land?

Hon. Mr. CASGRAIN: 5,000 acres of land selling all the way from \$1,000 to \$2,000 per acre. The honourable gentleman can work that out himself.

Hon. Mr. BOYER: One of the interested parties told me no later than last week that they had sold \$3,000,000 worth of land, but that they had to take back \$2,500,000; so where does the benefit come in?

Hon. Mr. CASGRAIN: Now we come down to property damages. The property damages were estimated at \$175,000, a low figure, and are not paid for yet. The company claim that they have paid on that account \$122,220.87, leaving a balance of \$52,779.13 to settle all the remaining damages. Honourable gentlemen know, and every one in Montreal knows that McGill University has a claim for \$500,000. We know also what took place when the railway went under the property of Hon. H. B. Rainville at the corner of Sherbrooke street. Mr. Rainville is a wealthy lawyer, and he was not frightened. The railway went under part of his property, and he took out an injunction and they decided that they had better settle. A friend of Sir Donald Mann