

Gross revenue per day.....		\$76,500.00
Cost of operation per day.....	\$25,500.00	
Interest per day (as per Commission's report).....	14,800.00	
Total daily cost.....	40,300.00	40,300.00
Net Revenue per day.....		\$36,200.00

But, to be on the safe side again, this amount might be further reduced by 50 per cent, which would leave, giving the pessimists the benefit of every doubt, a net revenue per day on the Government portion of this Road of \$18,500.00.

Every attack made on this great project has failed. So far as the Liberal Party was concerned, the Road has been constructed to be of the most value to the people of Canada, and with economy and honesty.

IT IS WORTH THE MONEY.

To quote the words of Major Leonard, the Borden, Nationalist-Conservative Government's own chief Commissioner, for the construction of the road appointed after the Liberal Government was defeated in 1911, who, with the full knowledge before him that it would cost at least \$161,000,000.00 and interest, declared: "The National Transcontinental Railway is an asset, not a burden, to the people of Canada."

The Borden Administration, never a friend of the Transcontinental Railway, has let no opportunity pass to throw stones at the project ever since it came into power. The evident desire was to discredit the undertaking and if possible to make it a failure. The Laurier Government was very careful to give the Grand Trunk Pacific Company no excuse whatever which could be used for declining to take over the road or any portion of it at completion. The Company never was anxious to operate that portion from Cochrane east, but Sir Wilfrid's Government insisted that they must take what might for a time be a lean portion of the line, along with that which would give better returns in the initial stages of the operation.

Designedly or otherwise the Borden Government began at once to play into the hands of the Company and furnish it excuses for not executing the lease when the road was completed. In the first place the Borden Government began altering the grades of the road, but was at once notified by the President of the Grand Trunk Pacific Company that if these grades were changed and the agreement with the Government thus departed from, the