

Pacific Railway does not necessarily involve opposition on his part to the original project of connecting the Pacific coast with the eastern provinces by a railway line. I am free to make this statement, that notwithstanding the admitted and notoriously unwise and extravagant features of the Canadian Pacific Railway contract, Canada has been an enormous gainer by that contract. If the original cost of the Canadian Pacific Railway to the people of Canada had been double the amount that it was, I believe Canada still could not have afforded to have been without the road. If the original cost to the people to be entailed by the Grand Trunk Pacific Railway project now before the House were to be double what is proposed or equal to the most ridiculous estimate placed on it by hon. gentlemen opposite—and I believe the junior member for Toronto (Mr. Osler) has stood before the people of the country and stated that the total cost will be in the neighbourhood of \$560,000,000—and if the road could not be procured for less money, it would still be a good proposition for the people to adopt and it would pay Canada to proceed with the project. In my opinion, the first cost of a railway is a very small matter. If we place the original cost of the Canadian Pacific Railway at \$100,000,000—and it was not less than that, it was, I believe, a little more than that—this means to the people of Canada simply a few hundred thousand dollars a year in the way of interest payments, less than one dollar per head of population. Yet that road has in 20 years, I have not the slightest doubt, fully doubled the wealth of this country. The burden of an assisted railway or a railway created without assistance, is not found in its original cost, but is found by the people who year after year have to pay its rates and to furnish the traffic and the money to keep it in operation.

Therefore, Sir, in my opinion, the question of the control of rates is of immensely more importance than the question of the aid more or less that may be extended, and it seems to me that the advantageous features of this contract, as compared with the Canadian Pacific Railway contract, have not yet been well enough emphasized. It is true, the direct cost of the proposed new road to the country is only a fraction of the original cost of the Canadian Pacific Railway; and that while the Canadian Pacific Railway obtained an empire in land—land from which the company last year got no less than \$10,000,000 for 2,500,000 acres,—and let me say here that the land assets of the Canadian Pacific Railway at this moment are worth not a cent less than \$100,000,000, and it may easily be calculated that in five or six years from this date the land that will still be in the company's possession will be worth not less than \$200,000,000,—the Grand Trunk Pacific is to get not one acre of land, yet even consi-

Mr. SCOTT.

dering these differences are, in my opinion, a very small matter in comparison with the advantages to the country in other respects under the conditions found in this contract as compared with the contract made with the Canadian Pacific Railway Company twenty-two years ago. The Canadian Pacific Railway contract was condemned by the Hon. Edward Blake and the other leaders of the Liberal party of that day, not so much because of the proposed original cost of the road as on account of the monopoly feature, by which no other road was to be permitted to do business in competition with it. Now, I would ask my hon. friend from Bothwell was Blake right or wrong when he took that position?

Mr. CLANCY. Wrong, under the conditions that then existed.

Mr. SCOTT. I am quite satisfied with the answer; but the conditions that existed then did not exist for a very long time afterwards. Blake's words were admitted to be true by the Conservative party in less than ten years after the time the Canadian Pacific Railway contract was forced through this parliament. Mr. Blake was found to have had a proper idea of the way the contract was going to work out, and of the intolerable affliction which that provision of the contract was going to be on the people of the North-west; and in less than ten years the Conservative party were obliged to admit that Mr. Blake was right, by purchasing from the company the monopoly right which they had originally conferred upon them.

Mr. CLANCY. He only became right when the conditions changed.

Mr. SCOTT. The Conservative leaders in 1881 refused to believe that the conditions would be as prophesied by the Hon. Edward Blake and the other Liberal leaders; but in less than ten years they were obliged to confess that Mr. Blake and his associates were absolutely right in the position they took. I say I approve of the Grand Trunk Pacific project because it does not involve any monopoly right. The Canadian Pacific Railway contract was opposed by Mr. Blake, not because he did not favour a transcontinental railway, but because of the abominable terms that were attached to the land grant.

Mr. TAYLOR. Read his speech.

Mr. SCOTT. I have read his speech very carefully, and if my hon. friend would read it, he would be obliged to admit that what I am saying is true; and that shortly after the contract was forced through this parliament the men who forced it through were obliged to admit that practically everything that Mr. Blake and his associates contended was true. I would ask my hon. friends opposite if they are not ready to admit that Mr. Blake was justi-