

to the Canadian Pacific Railway by the present Government which are as follows:—

Sections built by the Government and given to the company	\$29,500,000
Cash subsidy.....	25,000,000
25,000,000 acres of land, at \$2 an acre.....	50,000,000
	\$104,500,000
The surplus offered by the late Government being.....	56,327,500
	\$160,827,500

I need not add that the class of road we present to-day to the country is, to say the least, not inferior to the road which the late Government expected to get under the most favorable circumstances by their offer, and far superior to that road with regard to equipment, terminal facilities, connections and branches. And it is far superior to the expectations of the people, who had already been informed that the estimates for the road, as prepared by Mr. Sandford Fleming in 1879, were estimates for a cheap road, covering only \$1,300 per mile for rolling stock, and not allowing more than \$13,000 per mile for construction of the prairie sections. The present company has already a rolling stock of the value of more than \$3,000 per mile, and if we grant them the power of raising the \$15,000,000 additional contemplated by the measure proposed another \$1,000,000 is to be added at once to the value of the rolling stock of the company's road, so that instead of having a road equipped to the extent of \$5,100,000 on 2,550 miles of the main line if we take the calculations of the hon. member for Durham at \$2,000 for a mile, we shall have the same length of road 2,550 equipped to the extent of over \$9,000,000 not including the branches. On that single item we have a net gain, in favor of travelling accommodations and accommodations for traffic, of \$4,000,000.

Mr. BLAKE. Hear, hear.

Mr. CHAPLEAU. My hon. friend says "hear, hear." I have taken his own figures for the estimates I am giving the House. Those figures of his, I may say, have varied immensely since the hon. gentleman first began to discuss this question in the House. If his political opinions had varied to the same extent he would, by this time, be sitting on this side of the House and perhaps be a colleague of the right hon. First Minister. His estimates have varied like his appeals and demands on the Government for a different construction of the railway, and it is in spite of the hon. gentleman that the road has been built at all. I might also remark that the company have largely exceeded the 2,797 miles to which the contractors by the late Government for main line and branches were limited. They have added 712 miles to their line of 2,550 of main line and 65 miles of branch, which is now 3,327 miles, not including 600 miles of leased lines. The terminus has been extended to Montreal by the purchase of 345 miles of road and the expenditure of over \$4,213,753. Another sum of \$4,000,000 has been expended to secure access to the Atlantic seaboard. The system of railways which the company now controls in Ontario has cost over \$5,000,000. There remains comparatively but little to do to reach Sault Ste. Marie and the American North-West, the Algoma Branch having already cost \$2,000,000. In one word, the company has expended, and wisely expended, over \$15,000,000 of its own resources to add to the earning capacity of its main line and to complete its vast and uninterrupted system of transcontinental transportation. My hon. friends on the other side would be the last to find fault with those changes, with those improvements. The gravest charge which the hon. gentleman brought against the Government in 1880 was that we were not building a road sufficiently solid and complete. The present leader of the Opposition, speaking on the 15th of April, 1880, said:

322

"But except by most seriously degrading the road, by altogether lowering the style of construction, by changing it from a good, through line to an inferior colonisation road, it will be necessary according to the estimates of the hon. member for Lambton, if they be correct, to expend a very much larger sum than the hon. Minister calculates to reach this result. On the other hand, we must look to the ultimate conversion of the road into a first-class road, a cheap carrying road, for the North-West, without which it will be useless for that long stretch of country towards Battleford and beyond, for the grain will have to come down along the Pacific Railway a great many miles before it reaches Selkirk or the Red River. The House must remember that, according to the theory on which the hon. Minister advocates the completion of the road, he is bound to give reasonable grades and curves to the prairies of the west * * * Again, of course, the through traffic depends on the road being first-class, and we must remember that after we have spent all the hon. Minister proposes, we shall have not a Pacific but a colonisation road."

It is true that my hon. friend has travelled from one side to the other on that point. One would think, from his utterances at the beginning of this Session, that he is now making it a crime for the company to have given the country a first-class road. He seems to be afraid that the road is too well built to be able to carry freight at cheap rates. He is scandalised at the announcement that a first-class road has cost in the prairie section as much \$16,000 or \$17,000 a mile, and he charitably insinuates that dishonesty or incapacity must have presided at the building of that work. In 1880, the Minister of Railways, Sir Charles Tupper gave instructions to the Chief Engineer to construct a cheap road. We see in his letter of the 15th of April, 1880, this passage:

"With regard to the location and character of the railway, I am aware that your own preference has been for a line with light easy gradients. The Government recognises the advantages of this feature between Lake Superior and Manitoba, but west of Red River we attach less importance to it than to the rapid settlement of the country and the immediate accommodation of settlers. The policy of the Government is to construct a cheap railway following or rather in advance of settlement with any workable gradients that can be had, incurring no expenditure beyond that absolutely necessary to effect the rapid colonisation of the country."

And in further evidence of what I want to demonstrate, I shall cite an extract of Mr. Fleming's report in answer to the above letter:

"OTTAWA, 15th April, 1880.

"SIR,—I have the honor to submit the following estimate of expenditure necessary to place the Canadian Pacific Railway in operation from Lake Superior to Port Moody, West of Red River, 100 miles have been placed under contract, and tenders have been received for a second 100 mile section. These two sections are designed to be constructed and equipped in the most economical manner, dispensing with all outlay except that necessary to render the railway immediately useful in the settlement of the country. It is contended that the line be partly ballasted to render it available for colonisation purposes, full ballasting being deferred until the traffic demands high speed. It is intended to provide sufficient rolling stock for immediate wants, postponing full equipment until the country becomes populated and the business calls for its increase.

"On this basis and on the other data furnished, the railway may be opened from Lake Superior to the Pacific coast within the following estimate:

Fort William to Selkirk (406 miles) with light gradients, including a fair allowance of rolling stock and engineering during construction.....	\$17,000,000
Selkirk to Jasper Valley (1,000 miles) with light equipment, etc.....	13,000,000
Jasper Valley to Port Moody (550 miles) with light equipments etc. :—	
Jasper to Lake Kamloops, 335 at \$43,660.....	\$15,500,000
Lake Kamloops to Yale, 125 at 80,000.....	10,000,000
Yale to Port Moody, 90 at 38,888.....	3,500,000
	\$29,000,000
Add.....	1,000,000
	30,000,000
Total miles, 1,956.....	\$80,000,000

"The above does not include cost of exploration and preliminary surveys throughout all parts of the country north of Lake Nipissing to James' Bay in the east, and from Equimault to Port Simpson in the west, between latitudes 49° and 56°, not properly chargeable to construction, \$3,119,618, or the cost of the Pembina Branch, \$1,750,000, or with other amounts with which the Pacific Railway account is charged."

Another report of the Engineer-in-Chief to the Minister of Railways, dated Ottawa, 16th April, 1880, says: