

cent., paying the interest by instalment and the capital in twenty years, the capital would be about \$1,840,000. Therefore, the company undertaking to build the road for the Government would have the benefit of this \$63,000 per annum for twenty years, and if the company could raise money at 4 per cent. they would need only a million dollars cash from the Government to build the road; therefore, the whole cost of the road to the country can be set down at \$1,000,000 additional. I believe you will find more than one company competing for the building of that road at \$16,000 per mile, and in the agreement with the Canadian Pacific Railway Company that company is to give, after the expiration of twenty years, over \$73,000 per annum for the use of it, which will make a very good investment for the country in the long run.

HON. MR. O'DONOHUE — Short speeches are now understood to be the order of the day. I believe in the propriety of that; indeed, I believe in it at almost any time. There is one point in this discussion that takes my attention, that with regard to the bridge, to which the hon. gentleman who has just spoken has adverted. This bridge is a very plain matter, but it is part of this general programme, and the substantial owners of it are Gibson & Temple. It is estimated that the bridge cost \$375,000. The Government advanced \$300,000 of that sum towards its construction. We have not been able to learn from any source whether the Government have ever got any interest at all upon that advance since it was made, and I rather think if they had received anything we should have heard of it. I therefore conclude that the Government have received nothing at all on account of that advance. The men who got that loan, and who applied it to the construction of the bridge, are the men whom it is said are anxious now to get the contract for this road, and who propose to build it for \$16,000 a mile. If their promises to build the Short Line are only of the same value as their promises with respect to the bridge I would not place great confidence in them to build it at \$16,000 a mile. They received \$300,000 of a loan for the construction of the bridge.

That left \$75,000 as the cost of the bridge, which is an amount that they either have paid or are liable for. In the debate in another place Mr. Temple was asked what the bridge produced. He answered that it produced \$30,000 a year, and that it required \$2,000 a year to maintain the structure. The interest on the loan of \$300,000 at the rate at which it was given to them would be \$12,000, and the maintenance of the bridge, according to Mr. Temple, would be \$2,000—that is \$14,000 altogether. That would leave a profit of \$16,000 to the proprietors upon their investment, or about 21 per cent. a year. In the face of 21 per cent. upon their investment, they come to the Government and ask for \$30,000 more, and I believe they have obtained it. I ask the hon. gentleman is that a proper use of the public money? Surely a greater iniquity no Government could be guilty of.

HON. MR. McMILLAN—What does the senior member from Halifax think of that?

HON. MR. O'DONOHUE—I give you leave to ask him, and it is blended with this case, as we have heard different speakers advert to the Temple bridge. We are asked at this moment, with only an hour or two at our disposal before Parliament is prorogued, to vote this vast sum of money, whether it be two millions or three millions, without an opportunity to examine the plans. Plans and reports are brought in, and the leader of the Government assures us what they are, and asks the Senate of Canada to give away two millions of the people's money to this road, and then hand it over to a railway corporation for a number of years, without any return. That, I think, is asking the Senate for too much. I should like to have time to go through the plans and profiles and examine them. Where such a large amount of money is involved, the Senate should be afforded an opportunity to look into the matter; but we are asked to go it blind on money votes, or such things, no matter if they are ten millions or one hundred millions of dollars; but I cannot understand, on a matter concerning the construction of a public work, that we ought to be asked, at the very last