Supplement to the Chignecto Post.

OUR NATIONAL HIGHWAY.

From Ocean to Ocean.

Sir Chas. Tupper's Explanations

Of the Progress being made in the Gigantic Undertaking.

What the Pacific Railway is going to do for Canada.

Collapse of the Monopoly Howl.

Scathing Exposure of Grit "Policy" and Hypocrisy.

The following is a full report of the speech delivered in Parliament, on the 13th inst., on the subject of the Canada Pacific Railway.

SIR CHARLES TUPPER, in moving the second reading of the bill to authorize the construction, on certain conditions, of the Canadian Pacific Railway, through some other Pass than the Yellow Head Pass, said: About a year ago I had the pleasure of submitting for the consideration of the House a contract for the construction of the Canadian Pacific Railway. I have now, sir, the greater pleasure of calling attention to the results of the ratification of that contract and the satisfactory progress which has been made on the work. I suppose in dealing with this great work the better mode to adopt will be to commence at the eastern end, on the point termed Callendar, where the contract for the Canadian Pacific Railway proper commenced. I may say then that considerable progress has been made towards the construction of that first section of the line. It was hoped that

THE CANADA CENTRAL

would have been completed from Pembroke to Callendar, but is has not been found practicable to complete that line until July 1st of this year. As that line is not completed, and in view of the difficulty of access to Callendar, it will be readily seen that it is not possible for the contractors for the Canadian Pacific Railway to make much progress with their work from that point westward, notwithstanding that a careful re-survey and location of the line has enabled the company to obtain a better line in every respect than was supposed to exist up to Sturgeon River or the point where the line becomes common to the interior line, or to the branch which has been proposed to the Saulte, and it will be seen by papers laid on the table that application had been made after a careful examination of the subject by the company for permission to so locate the line. That which was formerly regarded as

A BRANCH TO THE SAULTE

shall, to a large extent, become a portion of the trunk line. This is effected by means of a crossing at Sturgeon River, and the construction of the line away or from that to Algoma mills. I may say that for that distance of 182 miles the most severe grade encountered is one of 53 feet to the mile. It is confidently expected that the company will be enabled to lay tracks upon fifty miles this season west of Callendar, and they have already placed under contract a section from Algoma mills, running eastwardly for a distance of fifty miles to meet the line from Callendar, so that no doubt during next year the other sections being let and attached from both ends, communication will be complete between Callendar and the waters of Lake Huron at Algoma mills. The main line as it is now proposed by the Canadian Pacific Railway Company, is intended to run west from Algoma mills to within twenty or thirty miles of the Saulte. They have made a formal application for the change of location, and the Government have passed an Order-in-Council agreeing to adopt that location provided they can show

PLANS AND PROFILES OF A LINE

from that point west, running nearer than was originally contemplated to the coast of Lake Superior. Until such plans and profiles are submitted, it is not intended to pay any portion of the subsidy on the line from the point sixty or seventy miles north-west of Callendar, from which it was originally intended that the interior line should start. I have no doubt, through information I have received, that a very fair line will be obtained. The construction of the line will be attended with greater cost in construction, but it is believed that grades, not inferior to those we would be obliged to encounter on the interior line in the neighborhood of the upper part of Lake Superior, will be obtained. There will be very great advantages by adopting the new line, because in the first place the line will not be longer than the proposed interior line while in the second place, being nearer to the lake, there will be less likelihood of its being obstructed by the snowfall. There will also be this great advantage in its construction. Its proximity to the lake will enable the work to be attached at different points along its line, and will enable supplies to be taken in much more easily that if the road was located away back in the interior. As I have said before, a good line will be quite practicable, and the proposed change will make almost all that portion of the line between Callendar and the Saulte a portion of the Canadian Pacific Railway proper. It is also proposed during the present season to

FINALLY LOCATE THE LINE FROM THUNDER BAY TO THE HEAD OF LAKE SUPERIOR,

running eastwardly, and it is expected that by the end of the present season they will be able to put in track some 50 or 60 miles of road running from Prince Arthur's Landing, in this direction, to meet the other line which has been extended from this side. There will be an additional advantage in having a line constructed in the mode proposed, because it will bring the waters of Lake Huron and Lake Superior in close proximity with the line and furnish additional means of reaching the main line, and carrying on traffic in connection with it. It is expected that the road from Prince Arthur's Landing to Winnipeg will be opened in July next; not that the road will be completed, but the track will be in a condition to transport immigrants to the North-West through our own country without materially interfering with the progress of the work. Traffic will be taken to the Georgian Bay; thence by water to Prince Arthur's Landing; then over our own line to the North-West. This will be more easy, more rapid, cheaper, and attended with fewer difficulties, so far as getting immigrants through to the North-West is concerned, than the route employed at present. Of the 433 miles of road from Prince Arthur's Landing to Winnipeg the track is laid on 401 miles, leaving only 32 miles to be built. Contract 41, from the 199 mile point to 233 miles, it is expected will be finished early in the present season. Contract 42, from the 223 to 300 mile point, will take a considerable portion of next as well as the present season to finish.

THE TOTAL EXPENDITURE

on the line from Prince Arthur's Landing to Selkirk up to the present time is $13,224,900, and the balance of my estimate of last year, which I have no reason from experience to believe will be exceeded, is $1,400,000. I may say that the Canadian Pacific Railway Company have decided to establish their headquarters at Winnipeg, and their stationgrounds, workshops and all the paraphernalia required to carry on and operate a great line of railway are being established at that point. That position having been reached investigation was made by them as to the most direct mode of conveying the line westward. The company had been permitted to divert the first portion of their line west from Winnipeg to Portage la Prairie in a more direct line than going to Stonewall, by which the distance had been shortened thirteen miles. The company, however, are bound to continue to operate the line constructed for 21 miles from Winnipeg to Stonewall. The line has been continued in a westerly direction crossing the Assiniboine at Brandon to Moose Jaw Creek, some 470 miles from Winnipeg, and it is the intention of the Governor-in-Council to approve of no further portion of the line westward until it is ascertained if there is a better line through Kicking Horse Pass than we have previously obtained through the Yellow Head Pass. There is no difficulty in obtaining a good line

FROM MOOSE JAW CREEK TO EITHER KICKING HORSE PASS OR YELLOW HEAD PASS.

The line runs from Winnipeg westward in the most direct line that could be obtained, and is most favorable as to grades, and the character of the country to be opened. The district is of a most promising character, and will undoubtedly fill up rapidly with a vigourous and enterprising population. Of these 500 miles 116 miles from Winnipeg are now under traffic—that is, to a point I think, they call Black wood, about 31 miles east of Brandon, Brandon being about 130 miles from Winnipeg. The location of the Canadian Pacific Railway being more southerly than was contemplated a year ago, the branches will be required to be varied, which, from their altered length, will enable them to be operated with greater advantage and with greater profit than short branches could be. The company have about 8,000 tons of rails on the spot, as well as a very large quantity of sleepers. An enormous quantity of rails are now in transit from Great Britain and the Continent to enable the company to carry on with greater vigor the prosecution of the work. The payments to the present date to the company have been $1,610,000 in cash and 1 610,000 acres of land. The branches of the Canadian Pacific Railway are first, as the House is aware, the branch from Winnipeg to Emerson, which goes also to Selkirk. That branch has cost up to 1st of January, 1883, $1,538 083. The earnings upon that branch during the ten months the Government were operating it before it was transferred to the company amounted to $291,498. From May 1st, 1881, to 31st March, 1882, there were no less than 21,483 through passengers.

THE PRESENT RATE OF PASSENGERS

is from 300 to 1 000 per day. The through passengers in March were 5,684, and from the 1st of April to the 15th April, no less than 3,354, and this does not embrace children under 12 years of age whom they take without tickets, who would, I suppose, quite double the number of passengers, and who were, of course, included in the number of immigrants, I stated on a former occasion. The receipts from that portion of the Canadian Pacific Railway from the 1st of May, 1881, to February, 1882, inclusive, amounted to $193,000 for passengers, $391,000 for freight, and $19,000 for mails and express, making a total of $603,000 for this section from Rat Portage to Flat Creek, 30 miles beyond Brandon, and from Winnipeg to the border at Pembina. The company, in addition to the line from Winnipeg of 161 miles, have also graded 89 miles of a branch called the Winnipeg and Pembina Mountain Branch, running in a southwesterly direction from Winnipeg to the border, and with a branch of 20 miles connecting that point with the town of Emerson. It is expected that 100 miles will be ready for traffic during the present season, being all ready for the rails now except the 20 miles branch to Emerson. They have also projected a branch from Brandon in a southeasterly direction 15 miles to the Souris, and thence west, in all 195 miles in length. The first branch I mentioned, of which 100 miles will be in operation this year, is to be 235 miles long. The next section I come to is, of course, the one which will be dealt with last and which is the most difficult that the company have to engage in, and that is the line

THROUGH THE ROCKY MOUNTAINS.

and to the Kamloops. The leader of the Opposition was anxious that I should furnish the House with the very latest information as to the grounds which led the company to be somewhat sanguine of being able to obtain a better pass for the railway than the Yellow Head Pass—not in point of grade, because that would be impossible, if we can get through the Kicking Horse Pass at all, it will be, I fear, with a severer grade than the Yellow Head Pass, affords but it is so obviously in the interests of the country, and of a great transcontinental line such as this, that it should be rendered as short as possible, that great exertions are being made, and the company are prepared to incur great expense provided they can shorten the line, as they believe they can by some 75 miles. It is a matter which would be of great importance in regard to the transcontinental line, and of great importance to the country, because it would penetrate the best district in British Columbia—what is called the Kamloops district—and open that up for settlement much more advantageously than the line of the Yellow Head Pass which only skirts the Kamloops district at the confluence of the Fraser and Lake Kamloops. We read to the House the latest information in reference to the line which is proposed to be authorized by this bill, if the Governor-General in Council considers it desirable to adopt it. Mr. Van Horne, the Superintendent, who is in charge of all the operations at the central point of the railway, has telegraphed this morning to Mr. Drinkwater as follows:—"Major Rogers reports there is no question about feasibility of good line with easy grades through Kicking Horse Pass although

THE WORK WILL BE VERY EXPENSIVE

The crossing of Selkirk Range is the only thing in doubt, but explorations have progressed sufficiently to justify belief that it can be crossed by use of some grades. The most that can happen in case of failure to cross seems is that the line may be forced around the great bend of the Columbia which would considerably increase the distance, but to save this distance work will be undertaken which would ordinarily be considered impracticable on account of expense." It is found that the Kicking Horse Pass is perfectly practicable, as we have been aware since it was first examined in 1873, but the difficulty is presented by the Selkirk Range, which all the Government surveys led us to believe was not practicable. If it is found to be practicable the shortening by 79 miles will probably only be made by a considerably increased expense over that which would be required for a line by the Yellow Head Pass, notwithstanding the difference in the distance. The importance of shortening the line is evidently considered so great by the company that they are prepared to undertake it even at an expense which would ordinarily be considered to render it impracticable. The engineers of my department who have any knowledge of the subject concur in the opinion that, if this shorter line is obtained by piercing the Selkirk Range, it will be at a very great cost indeed. He read a memorandum by Mr. Smellie, the engineer in-chief at the headquarters in Montreal, dated 13th April in which he stated that a thorough preliminary survey had been made by Mr. A. B. Rodgers of the country from Kicking Horse Creek, and a partial survey from the head of Bow River at the summit of Bowers Pass, and to of the Kennecaskis route. From the result of the survey Mr. Rogers was sanguine as to

THE FEASIBILITY OF THE ROUTE,

and the comparatively easy character of the gradings. He had also made a reconnaissance from Kamloops easterly to the summit of the Selkirk Range, and from general observations and barometric readings believed gradients of 66 feet per mile would be obtained between Kamloops and the north fork of the Lillooet River, and to the summit of the Selkirk Range of not more than 80 feet to the mile, as will be seen by the bill before the House, it is not intended to allow the adoption of any pass that is nearer than 100 miles to the boundary of the United States, and I think that will be found sufficient to protect the national character of the line. I will now refer to the progress of the work from Kamloops to Emory's Bar. That work has been vigorously pressed, and the total value of the work done under the contract is $1,979,373. The date at which the work has to be completed is July 1885, and I believe it will be completed within the time specified in the contract. As hon. gentlemen are aware the 86 miles from Emory's Bar to Port Moody have been put under contract, and the contract price is $2,486,000. The date at which this section is to be completed is the same as the date of the last section. It may be interesting to the House if at this point I glance at the

ESTIMATES WHICH HAVE BEEN MADE OF THE COST OF WORK ON THE CANADIAN PACIFIC

and the result up to the present moment. The first contract from the Kamlistiqua to Sunshine Creek, was 45 miles, but the route was changed and the section which was estimated at $406 194 for 45 miles became 32½ miles, the contract price of which was $293,360. I am glad to say that the section will be completed, according to the present estimate for $313 200, or for only $19,840 more than the contract price. From Sunshine Creek to English River the present estimate is $2,417,208 The contract price was $1,037 061, so the cost will exceed the contract price by $380 147. From English River to Eagle River the present estimate of cost is $1 767,357 The contract price was $2,300 196 or $532,839 less than the amount we expected to be obliged to pay when the contract was made.

Mr. MACKENZIE—I thought it was $2,203,000.

Sir CHARLES TUPPER—I may say with respect to that that we hope to be required to pay the larger amount. The contract was so made that if the track was laid by July 1st of last year and the contract completed by 1st July next year the contractors were to be entitled to the larger sum. The rails were not laid by July 1st, but the object the Government had in view was obtained, as the work was so far completed as to admit of the rails being laid in a comparatively short time after July 1st. As the contractors incurred great additional expense in making exertions to secure this result an Order-in-Council had been passed declaring that if they comply with the second portion of the contract and have the road completed by July 1st next year, they shall be trested just as if they had been able to lay the rails by 1st July last. When, therefore, we complete the work

WE WILL SAVE $532,839,

as between the cost of the work and the price at which it was let. On section 42, from Eagle River to Keewatin, the estimate is $2 904 153 The contract price was $4,130,707, so that we expect to save on this contract $1,226,554. A change was made in the character of the work on section 15, from Keewatin to Cross Lake, solid embankments being substituted for trestle work. That change has added $250,000 to the cost The present estimate of the work is $2 619 585. The contract price was $1,594 085 Add to that price the $250 000 caused by the change, and the total contract price was $1 844,085, so that the total cost will be $775 500 more than the contract price. Now, I come to the work from Cross Lake to Selkirk. The contract price for that was $402 950; the cost of the work is $733,602, or $330 652 more than the amount contemplated when the contract was made. I now come to the four contracts between Kamlooks and Emory's Bar, numbers 60, 61, 62 and 63 and I am glad to be able to say that while on number 63 the price on the contract is $1 746,150, we expect to be able to complete the work for $1 192,600, or $553,550 less than the sum expected to be paid when the contract was made.

Mr. MACKENZIE—What reduction was made in the radius of curves?

Sir CHARLES TUPPER—We have sacrificed nothing in that respect which will in the least degree injure the character of the road. Having travelled over the Union Pacific, the Central Pacific, and having found on those lines curves much sharper than any to be encountered on the Canadian Pacific Railway, I am able to say that

OUR ROAD WILL COMPARE MOST FAVORABLY WITH THE FIRST-CLASS ROADS OF THE UNITED STATES.

As I before remarked on section 63 we save $553,550. On section 62 the contract price was $2,056,950 We expect to complete that section for $1,368,670, or for $688,280 less than the contract price. On section 61 the contract price was $2,573 640 We expect to complete that for $1,927,000, or for $646-640 less than the contract price On section 60 the contract price was $2 727,302 We expect to complete that contract for $403-300 less than the contract price. So that I may state in round numbers while on contracts 13, 25, 15 and 14 that the cost will be $1 506,139 more than the contract price, there will be effected on sections 42, 42 60, 61, 62 and 63 a saving of $4,051,163 (Loud cheers.) I give this information to the House because I know honorable gentlemen will be gratified to learn that in the remote sections of the country we have been able to make great reductions and to save a large amount of public money. Now I may say that the greatest possible care has been taken to secure the construction of a first-class road. In addition to that I may say that the policy I propounded of building the cheapest possible description of line across the prairie had been abandoned by the Pacific Railway Company, and so good a road is being built that it would not be possible to build a better. The finest rails to be found on this continent are being used on the road, and they are quite superior to those used on the Intercolonial. In fact the class of material used on the road show that the company is determined to gain in the operation of the road by building at the outset a first class road not only as regards the trunk line, but also as regards the branches

THE RESULT OF THIS TO THE COUNTRY

will be of great advantage, because we shall have on our own soil, extending from sea to sea a railway of a higher character for efficiency, ability to make the fastest amount of speed, and to carry the largest volume of traffic than any other cheaper road can be. In view of the fact that it will compete with the roads to the south of us, it is important to us that the company should have adopted a much higher class of railway than they were compelled to under contract. I mention this because the ex-Minister of Public Works laboured under a great delusion as to the character of the line mentioned, that rails were even laid on the ice I believe something of that kind did take place, but it took place, unfortunately, because a portion of the road constructed by myself between Winnipeg and Stonewall got covered with water, and, instead of taking up the rails, the company put a track over the ice in the meantime. I dare say that if anyone adopted a similar course may have been adopted, but I can say that on travelling over 130 miles of the road from Winnipeg to Brandon I was delighted to find they were making every mile on the road, whether on the main line, or on the branches, of the very finest description. I will now draw the attention of the House to the position we will occupy when the road is completed.

Mr. MACKENZIE—Will the honorable gentleman first state the amount spent on the first eighty miles west of Winnipeg.

Sir CHARLES TUPPER—I have not stated that, because I have already laid before the House the total expenditure on that section on the table of the House. I may say that I am not particularly proud of that portion of the line carried on under my charge. I saw honorable gentlemen opposite were very stringent in the amount they were disposed to place at my disposal for the performance of that work, and I was compelled, in the difficult problem in which I was placed, to fall back upon the policy of building an expense over that which would be required for a line by the Yellow Head Pass, notwithstanding the difference in the distance. The importance of shortening the line is evidently considered so great by the company that they are prepared to undertake it even at an expense which would ordinarily be considered to render it impracticable. The engineers of my department who have any knowledge of the subject concur in the opinion that, if this shorter line is obtained by piercing the Selkirk Range, it will be at a very great cost indeed. He read a memorandum by Mr. Smellie, the engineer in-chief at the headquarters in Montreal, dated 13th April in which he stated that a thorough preliminary survey had been made by Mr. A. B. Rodgers of the country from Kicking Horse Creek, and a partial survey from the head of Bow River at the summit of Bowers Pass, and to of the Kennecaskis route. From the result of the survey Mr. Rogers was sanguine as to

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THE CRUCIAL TEST OF ACTUAL EXPERIENCE.

I have now the data to express an opinion very clearly upon a great many points that troubled honorable gentlemen opposite very much when Parliament was called upon to ratify this contract during last session. I have been considering what I was going to say was a volume of forgetten lore. I am not certain whether it was twenty or thirty amendments the honourable leader of the Opposition drafted in the discharge of his duty as the leader of the Opposition and put in the hands of his supporters for the purpose of directing the attention of the House and I presume of the country to this work. These resolutions have been utterly forgotten, and I think that if an honourable member on the other side were asked to recite one of them it would puzzle him as greatly as it has puzzled some persons to recite the Lord's Prayer when suddenly called upon to do so. (Laughter and applause.) I would not be surprised if the honourable member for West Elgin were called upon to perform this task he would begin with "Now I lay me down to sleep." (Roars of laughter and cheers.) Honourable gentlemen have laid them down to sleep and they have not recovered from their lethargic condition, but I propose to stir them up a little. Some of the resolutions to which I refer are framed with an ingenuity—a devilish ingenuity I was going to say—(Laughter and applause.)

Sir JOHN MACDONALD—An angelic ingenuity.

Sir CHARLES TUPPER—Well, the angelic ingenuity with which some of these resolutions are framed reflects a great deal of credit to the honorable gentleman's head, whatever may be said of his heart. (Hear, hear.) The first resolution moved by the honourable member for Westmoreland affirmed that tenders should be invited for the construction of the road before Parliament was asked to ratify the bargain. If ever a resolution put an honorable gentleman out of the presence of the House as

A VERITABLE RIP VAN WINKLE

certainly that resolution did. Tenders had been asked for. The Government of which the honorable gentleman was a member invited tenders all over England, Canada and the United States for months, from persons who would undertake the work upon terms much more favorable than those upon which the present contract was undertaken. At a public meeting also my right honorable friend had also declared that the Government were then engaged receiving tenders for the construction of the work. Under these circumstances he hardly thought it worth while to take exception to the contract on the ground that tenders had not been invited when the honorable gentlemen themselves had invited tenders for years in the most specific form. (Hear, hear. The next resolution was moved by the hon. member for Iberville, and it affirmed that the general policy of Parliament had been that the expenditure upon this work should be such as the resources of the country would permit without increasing the taxation of the country. Now, I have a curious commentary to make upon that resolution. Now, there was an Order-in-Council passed in 1874 by the colleagues of the honorable leader of the Opposition which will compel him, I think, to withdraw his affirmation of the resolution of the honorable member for Iberville. This Order-in Council said that in order to enable the Government to carry out the terms with the British Columbia Government,

THE RATE OF TAXATION WAS RAISED

at the previous session 15 per cent., the additional taxation exceeding $3,000,000 in the transactions of the year. It matters not whether the honorable gentleman was a member of that Government or not, but in the face of a solemn declaration to the House, to the people of this country, to the Mother Country, and to the Imperial Government, they declare that they did increase the rate of taxation sufficient to provide for $3,000,000 for the purpose of constructing the Canadian Pacific Railway. I think the honorable member for Iberville, if his attention had been directed to that, would have hesitated before he pledged himself to this House and the country that the policy of all parties had been that there should be no increase in the rate of taxation. (Applause.) I now come to the next resolution which contained a devil-may-care recklessness which indicates that its author (Sir Richard Cartwright) was not far from the mover, the honorable member for St. John. It affirmed that the contract involved a total expenditure of $140,000,000, while the estimated expenditure by the Government was only $84 000,000, and that the contract was in the highest degree objectionable. But suppose it did cost a great deal to the country, whom have we to thank for it? Who are the men who spent five years in exaggerating the cost of the construction of the Canadian Pacific Railway and in questioning its usefulness after it was constructed? In the first budget speech he brought down, the honorable member for Centre Huron said that to construct it in ten years—and these gentlemen are to construct it for less—would cost from $150,000,000 to $160,000,000 in cash.

AND HIS WILD, HAPHAZARD, RECKLESS AS SERTIONS

while Finance Minister had more than anything else enhanced the difficulty of securing the construction of the railway by his Government. (Hear, hear.) No one could read his speeches without concluding that to construct the Pacific Railway at all would irretrievably ruin the financial credit of the country and destroy the prospect of its advancement, and when the honourable gentleman came to consider the operation of the road after it was constructed, his utterances were still more appalling. We gave 28 millions of money for the construction of those portions which the Government were constructing and which were to be handed over to the company. The contract provided that we should pay 25 millions more, in all 53 millions of money, and 25 millions of acres of land to secure the construction of this work, which the then Minister of Public Works and the present leader of the Opposition contured in Hamilton it must cost at the lowest estimate $121,000,000 in cash. If we take the proposition to which the honourable gentleman was a party to give 54,000,000 acres of land, we have 29,000,000 acres left of that which they endeavoured to get people to accept in addition to an untold sum of money, and if we multiply that by the amount by which he has multiplied to $25,000,000 in order to make this work cost $140,000,000, we shall reach a sum of $87,000,000 for the land alone which they proposed to give, and which we have kept for the benefit of the people. And in addition to that, the honourable gentleman was prepared to give $27,000,000 in money. It excites surprise that any honourable gentleman standing in his position, and knowing as much of

THE GIGANTIC CHARACTER OF THIS WORK

and the difficulties of constructing and operating it, should have ventured to put upon the journals of Parliament such a resolution as this. This resolution, and all this series of resolutions have become forgotten lore. And why? I ventured to say a year ago that when the time came to go to the people at the general election honourable gentleman opposite would be only too glad to forget that they had ever attacked that contract, and I believe now that the last thing that any man on the other side of the House is going to any constituency throughout the wide realm of this Dominion would do would be to read any one of these resolutions that they considered so important a year ago—(cheers)—because the light of another year's experience has shown them results that make them ashamed, or should make them ashamed—(hear, hear) —of the views and principles to which they committed themselves. I now come to a resolution moved by the hon. member for Sunbury (Mr. Burpee), "That the present construction of the Canada Pacific Railway in British Columbia is premature, and will involve the country in an expense beyond its reasonable capacity, and will result in the maintainance of too high a rate of taxation, while the postponement of that part of the undertaking till after the completion of the prairie section will enable it to be constructed at much less cost and within a reasonable time." What does the hon. gentleman say in the light of a year's experience as to the use of the word "premature" a year ago—(Mr. Anglin — Quite right) — when he finds

CANADA MOVING AHEAD WITH SUCH GIANT STRIDES TOWARDS NATIONAL LIFE,

as it has done during the last twelve months. He would require to be blind and deaf if he could conceal from himself the fact that in every section of the country the influence of the Government of Canada having grappled with this great work, and determined to open up that magnificent territory to the industrious thousands and tens of thousands of people from outside has, with a rapidity that nothing else could have done, changed the position and character of Canada in regard to this great work. I ask the hon. gentleman to look at the fact that 24 000 immigrants have gone into Manitoba since the 1st of January last. In view of the prosperity in every part of the Dominion, the fact that the opening up of a country of such unbounded fertility and resources tempted people to leave their happy and prosperous homes in other section and go there is the best evidence that the interests of Canada were never more thoroughly considered than when means were taken to open up that great country to the industry and energies of people from outside. The report of the Minister of Agriculture shows that the 21,000 immigrants brought between three and four millions in cash into the North-West last year, or, adding the settlers' effects, over $4,000,000. Would the honorable gentleman have used the word premature if he had known that no sooner would this contract be entered upon, no sooner would the attention of the civilized world be drawn to the value, greatness and fertility of the North-West than in one short year applications would be made for colonization companies for no less than

23,000,000 ACRES OF LAND

If he had been told that during the past year applications would be made which, if granted, would place the Government in a position to receive before the end of a week from the colonization companies all the $25,000 000 which the contract provided should be paid over to the company, I do not think he would have considered this great undertaking beyond the capacity of the country. I have spoken of the wealth in cash which these 20,000 people brought into the country, but what are they worth as a source of revenue? From the 1st July, 1880, to the 1st March, 1881, the customs revenue received at Winnipeg was $196,453. That was under the policy of the late Government, which struck a fatal blow at that city. It decided to carry the Canadian Pacific Railway from Selkirk, 20 miles from Winnipeg, through the narrows of Lake Manitoba. From that hour until we came into power and changed that policy, Winnipeg was dead. Everyone there was in a state of despondency and gloom, and property could be bought for $1 000 which to-day could not be bought for $100,000. But in one year the Government was asked to ratify the bargain. If ever a resolution put an honorable gentleman out of the presence of the House as

A VERITABLE RIP VAN WINKLE

certainly that resolution did. Tenders had been asked for. The Government of which the honorable gentleman was a member invited tenders all over England, Canada and the United States for months, from persons who would undertake the work upon terms much more favorable than those upon which the present contract was undertaken. At a public meeting also my right honorable friend had also declared that the Government were then engaged receiving tenders for the construction of the work. Under these circumstances he hardly thought it worth while to take exception to the contract on the ground that tenders had not been invited when the honorable gentlemen themselves had invited tenders for years in the most specific form. (Hear, hear. The next resolution was moved by the hon. member for Iberville, and it affirmed that the general policy of Parliament had been that the expenditure upon this work should be such as the resources of the country would permit without increasing the taxation of the country. Now, I have a curious commentary to make upon that resolution. Now, there was an Order-in-Council passed in 1874 by the colleagues of the honorable leader of the Opposition which will compel him, I think, to withdraw his affirmation of the resolution of the honorable member for Iberville. This Order-in Council said that in order to enable the Government to carry out the terms with the British Columbia Government,

THE RATE OF TAXATION WAS RAISED

at the previous session 15 per cent., the additional taxation exceeding $3,000,000 in the transactions of the year. It matters not whether the honorable gentleman was a member of that Government or not, but in the face of a solemn declaration to the House, to the people of this country, to the Mother Country, and to the Imperial Government, they declare that they did increase the rate of taxation sufficient to provide for $3,000,000 for the purpose of constructing the Canadian Pacific Railway. I think the honorable member for Iberville, if his attention had been directed to that, would have hesitated before he pledged himself to this House and the country that the policy of all parties had been that there should be no increase in the rate of taxation. (Applause.) I now come to the next resolution which contained a devil-may-care recklessness which indicates that its author (Sir Richard Cartwright) was not far from the mover, the honorable member for St. John. It affirmed that the contract involved a total expenditure of $140,000,000, while the estimated expenditure by the Government was only $84 000,000, and that the contract was in the highest degree objectionable. But suppose it did cost a great deal to the country, whom have we to thank for it? Who are the men who spent five years in exaggerating the cost of the construction of the Canadian Pacific Railway and in questioning its usefulness after it was constructed? In the first budget speech he brought down, the honorable member for Centre Huron said that to construct it in ten years—and these gentlemen are to construct it for less—would cost from $150,000,000 to $160,000,000 in cash.

AND HIS WILD, HAPHAZARD, RECKLESS AS SERTIONS

while Finance Minister had more than anything else enhanced the difficulty of securing the construction of the railway by his Government. (Hear, hear.) No one could read his speeches without concluding that to construct the Pacific Railway at all would irretrievably ruin the financial credit of the country and destroy the prospect of its advancement, and when the honourable gentleman came to consider the operation of the road after it was constructed, his utterances were still more appalling. We gave 28 millions of money for the construction of those portions which the Government were constructing and which were to be handed over to the company. The contract provided that we should pay 25 millions more, in all 53 millions of money, and 25 millions of acres of land to secure the construction of this work, which the then Minister of Public Works and the present leader of the Opposition contured in Hamilton it must cost at the lowest estimate $121,000,000 in cash. If we take the proposition to which the honourable gentleman was a party to give 54,000,000 acres of land, we have 29,000,000 acres left of that which they endeavoured to get people to accept in addition to an untold sum of money, and if we multiply that by the amount by which he has multiplied to $25,000,000 in order to make this work cost $140,000,000, we shall reach a sum of $87,000,000 for the land alone which they proposed to give, and which we have kept for the benefit of the people. And in addition to that, the honourable gentleman was prepared to give $27,000,000 in money. It excites surprise that any honourable gentleman standing in his position, and knowing as much of

THE GIGANTIC CHARACTER OF THIS WORK

and the difficulties of constructing and operating it, should have ventured to put upon the journals of Parliament such a resolution as this. This resolution, and all this series of resolutions have become forgotten lore. And why? I ventured to say a year ago that when the time came to go to the people at the general election honourable gentleman opposite would be only too glad to forget that they had ever attacked that contract, and I believe now that the last thing that any man on the other side of the House is going to any constituency throughout the wide realm of this Dominion would do would be to read any one of these resolutions that they considered so important a year ago—(cheers)—because the light of another year's experience has shown them results that make them ashamed, or should make them ashamed—(hear, hear) —of the views and principles to which they committed themselves. I now come to a resolution moved by the hon. member for Sunbury (Mr. Burpee), "That the present construction of the Canada Pacific Railway in British Columbia is premature, and will involve the country in an expense beyond its reasonable capacity, and will result in the maintainance of too high a rate of taxation, while the postponement of that part of the undertaking till after the completion of the prairie section will enable it to be constructed at much less cost and within a reasonable time." What does the hon. gentleman say in the light of a year's experience as to the use of the word "premature" a year ago—(Mr. Anglin — Quite right) — when he finds

position of the settlers. He was under the impression that we were giving too much consideration to the company and not enough to the settler, in view of which the company would hold unsettled blocks of land exempt from taxation, and would not pay a fair share of the cost of municipal improvements. I think the honorable gentleman must admit that what has taken place between the time he moved that resolution and to-day has given the most perfect and complete answer to the resolution he moved. What is the fact? The company are

PLACING THEIR 25,000 000 ACRES OF LANDS IN THE MARKET AT $1.25 AN ACRE,

instead of adopting the policy of holding them, which it was charged they would adopt. (Hear, hear.) The company have said to the world, we are determined not to sell our lands to speculators at any price. Offer them $5 or $10 for their lands, and the answer is, we do not want your money, but if you intend to cultivate them, you can have them for $1.25. (Cheers.) They put the whole of their 25,000,000 acres of land on the market at a maximum price of $2 50 an acre, subject to the rebate of $1 25 for cultivation.

Mr. TROW—The settler cannot fulfill the terms of his contract in four years.

Sir CHARLES TUPPER—My honorable friend is laboring under a great mistake. I learn from persons who have a knowledge of the fact that a settler with a pair of horses can put 40 acres under cultivation in a year, and that, without taking into consideration the value of buildings which are allowed on cultivation. In four years he will have broken one-half of his farm, and if he does that he will be entitled to the rebate on the whole. I do not intend to detain the House by reading these regulations, but I commend to the consideration of hon. gentlemen the letter of the secretary of the company, published in the Montreal 'Gazette,' which will show to hon. gentlemen that these terms have been greatly misrepresented. The object of the restrictions first made by the company was to shut out the speculator at all hazards, but the terms have been made so liberal that all difficulty in that respect was removed. I think the best evidence of this is that they are prepared to dispose of the whole 25,000,000 at a cost of $1 per acre.

THE TERMS MADE WITH COLONIZATION COMPANIES

are $5 an acre, subject to a rebate of $3.75. Taking twentyfive cents as the cost of management of the lands the amount received by them is not more than $1 an acre. Now, what about the municipal taxation, about which honourable gentlemen are so anxious? I have the answer here, and I think it will be regarded as conclusive. The city of Winnipeg was not prevented from imposing a taxation on this company. Did they show their eagerness to get the opportunity of taxing the company? No, they understood the interests of Winnipeg too well. They said, make this city your headquarters and we will give you a bonus of $200,000, and they voted that bonus. That is the best evidence of whether municipalities will think they were consulting their interests by taxing the road. The parish of St. Andrews actually came forward with a bonus of $65,000 in aid to the South Western Railway. That company also obtained from municipalities along the line $65,000 more to induce them to bring their line through their districts. Although Portage la Prairie had a railway although the Canada Pacific runs through it, they appreciate the value of their town becoming a railway centre, and they said to the Lorraine and Westbourne Railway, bring your traffic into this town, and we will give you $100,000. Westbourne, which includes Gladstone, supplements that with $75,000. Here is $605,000 contributed by these municipalities for the purpose of showing

THE VALUE THEY ATTACHED TO RAILROAD FACILITIES

conferred upon them by railroads coming into their towns. I think under the circumstances I may venture to pass from the remarks made by the honorable member for South Brant, which asserted that this contract did not insure a finality in regard to the severance of the connection of the Government with the contract. The honorable gentleman would see how much they had done to remove his fears in this direction. They had reduced the period to less than five years, and in 1885 three years from the present time, the finality honorable gentlemen were anxious to have it obtained, and that I shall have severed my connection with the undertaking.

Mr. ANGLIN—The honorable gentleman's connection with the work will be severed long before that.

Sir CHARLES TUPPER—Well, sir, as far as I am concerned, I may safely say that no one who has discharged duties as arduous and responsible, and under the conditions I have discharged them, would feel a great amount of regret at having his labors lightened, and of having that connection severed, but I see no hope of it to day whatever, desirable as it may be, as far as my health and comfort and longevity I am concerned. (Hear, hear, and applause.) I am afraid that the course honorable gentlemen opposite have pursued in relation to this great question, as well as others, is one that will come home to have