

that it earns sufficient to pay this rental may strike out \$11,196,290. Even then, if only the share of the Quebec Bridge which Mr. Fielding wished to include in 1903 is allowed, the costs and obligations will still exceed \$230,000,000.

A FEW COMPARISONS.

Take now the statement of construction cost as made by Ministers in 1903 and 1908.

In 1903 Mr. Fielding made an elaborate statement, said by him to be on high authority, and repeated in 1904. He declared that the road from Moncton to Winnipeg would be built for \$51,300,000. (Hansard, page 8584.)

Mr. Graham, Minister of Railways, now places the cost at \$114,393,765.

In 1903 Mr. Fielding computed the interest during construction at \$3,309,676.

Mr. Graham now says that this interest will amount to \$10,009,754.

In 1903 Mr. Fielding estimated the seven years' interest at \$11,468,030.

Mr. Graham now admits that this interest will be \$26,124,676.

In 1903 Mr. Fielding declared that the guarantee by the Government on the Mountain section "cannot exceed \$14,400,000."

Mr. Graham now gives the cost of the Mountain section at \$61,520,000, and makes the Government guarantee \$46,140,000.

Mr. Fielding and all the other Ministers in their calculations of 1903 and 1904 left out the cost of terminals in the Eastern division, which they now estimate between \$4,000,000 and \$5,000,000.

In 1903 Mr. Fielding gave the cost of the Quebec Bridge at \$4,500,000.

The Government is already liable for more than \$6,000,000 in respect to this enterprise, and the bridge is yet to be built.

In 1903 the Ministers estimated the cost of the road from Quebec to Winnipeg at \$28,000 per mile.

They now admit it will cost \$63,000 per mile.

The Ministers procured official statements that the road from Quebec to Moncton would cost only \$25,000 a mile, and only be 400 miles in length.

The Transcontinental Commission now estimates the cost of one division at \$32,573, one at \$42,000, one at \$45,000, one at \$51,000, one at \$65,000, one at \$83,000, and one at \$110,000. The distance is increased to 456 miles, and over part of the distance there is a "pusner grade," requiring an extra engine to push the train up.

The total estimated cost in 1903 of the Quebec to Moncton section was \$10,000,000.

On the present estimate the cost will be in the neighborhood of \$25,000,000.

Such were the pledges on which the Government secured the assent of Parliament and the consent of the Country to the Grand Trunk Pacific contract.

Such are the admissions which the Ministers now make of the absolute worthlessness of these pledges and declarations.