

in this way : On the portions which were early built by my hon. friend from East York (Mr. Mackenzie) when he was Premier of this country, trains had been run over that road and cars had been carrying supplies for the contracts beyond, without any section men being upon the road, and had been used—I presume my hon. friends would know the time better than I do—but I think the road had been used from six to eight years since it had been built. Nothing had been done to keep it in repair, except what those men pleased to do themselves; consequently, not only the roadbed had got very much out of repair, but many of the rails had got very much injured and bent, and the sleepers were invariably rotted away, because anyone that knows anything about a railway knows that the life of a sleeper only lasts from six to eight years, and everyone of those sleepers, without any exception, had to be taken out, and I believe the last of them was taken out this year. The wooden structures, the trestles on that section were about in the same proportion as they are on other sections of a like character.

Mr. MACKENZIE. No.

Mr. POPE. The hon. gentleman must not commit himself without looking at the figures. I assure him that I have looked at the figures, and these wooden structures are about in the same proportion as on other parts of the road of the same character.

Mr. MACKENZIE. No.

Mr. POPE. I say that all these structures have either been renewed, or must be renewed this year, because everybody knows very well that timber does not last very long. Most of this timber was spruce and the ties could not live more than six or eight years—six years would be about the life of a spruce tie, eight years, perhaps, of hemlock or tamarac; cedar would last longer. But those were largely spruce, as the hon. gentleman knows, and exactly the same thing took place. Now, Sir, in calculating \$28,000,000, account was not taken of the work that had got to be done to repair the rails that had been injured, to replace those ties, and to place this road in the shape in which it should be. Not only were the ties and rails worn out, but the road bed itself had gone very much to rack, as the hon. gentleman knows a road must go to rack where there is nobody to keep it in repair. All the materials, all the rails and supplies that were used upon that road beyond that point, went over this line without there being anybody to look after it. I presume something like \$300,000 of work had to be done on that part of the road, and it was done at the same cost that work is done elsewhere, for similar kind of work. Then there was another thing that was not taken into account in making this estimate. We believed that we had offered to Manning, McDonald & Co. a fair price, but found that the arbitrators, when it was referred to arbitration, brought in a sum of about \$400,000; that being the case, you can easily see how quite a hole was made in the one and a half million dollars, which is in excess of the estimate. Taking all matters into consideration, I am not disposed to blame any engineer, if on a heavy piece of work, representing millions and millions of dollars, there should be a million either one way or the other different from the estimate.

Sir RICHARD CARTWRIGHT. Would the hon. gentleman permit me to ask whether in what he has just stated he referred to the road north of Lake Superior or was it not to the road running for a distance of 400 miles between Port Arthur and Winnipeg?

Mr. POPE. I was referring to the road between Port Arthur and Winnipeg. Last year when my predecessor laid his figures before the House he told the House—I will not say to a mile—that something like 800 miles of road yet remained to be built. He explained that that was the heaviest work upon the whole line; that

it included the heavy work north of Lake Superior—and I am glad the hon. gentleman opposite corrected me just now—and to the very heavy work through the Rocky Mountains. I have said this distance was about 800 miles. At this moment I desire to refer to those portions of the road to which the loan applies, and which cover a distance of 800 miles. The section of the road from Sudbury to Nepigon is 487 miles; from the summit of the Rocky Mountains to Savona Ferry, 295 miles, making a total of 782 miles. The line is completed so as to admit of the running of regular trains thereon for a distance of 568 miles. The amount expended on that mileage is \$19,483,369. The value of the work to be done thereon is \$918,000. The work executed upon this part of the road before was \$3,000,000; these items making the cost of these 568 miles \$23,401,000.

Mr. CASEY. Where is that?

Mr. POPE. On the incompleted 782 miles, part north of Lake Superior and part west of the Rocky Mountains.

Mr. BLAKE. Part of the two sections?

Mr. POPE. Yes. Of the line yet to be completed so as to admit of the running of regular trains there remains 214 miles, the estimate for the completion of which is \$5,420,510. The value of the work executed is \$1,597,810, making \$7,018,320 as the cost of the work. I may say that at this moment there are about 150 miles to grade, about 200 miles on which to lay track, and that work is included in the sum mentioned. These 568 miles have cost \$23,410,469, equal to \$41,199.77 per mile.

Mr. BLAKE. Are you talking of the completed road?

Mr. POPE. Yes, of the 568 miles; 214 miles are estimated to cost \$7,018,320 or \$32,795.88 per mile. The rolling stock considered sufficient for the main line, is placed at \$286,000, making \$30,705,789, less 10 per cent. which is kept back on all work, \$3,070,578, or \$27,635,211. On the 568 miles to complete the road as estimated, there is a very heavy section north of Lake Superior and heavy work from the summit of the Kicking Horse Pass to within six miles of the summit of the Selkirk range. This completes what I have to say on that part of the road. I think it shows what has been done with the loan of last year. If I remember rightly, my friend and predecessor explained to the House that other companies and other people had taken very strong positions against this road, and the troubles of the Canadian Pacific Railway Company were due to the action of those people and those companies. I am not disposed to blame other roads for any action they may take in this matter. I believe any road, no matter where it might be outside of Canada, is quite justified in any action it may take to protect itself. I quite understand that if they find their trade is slipping from their grasp, or trade which they otherwise would obtain is passing by them, they will be ready to do everything they can to embarrass what is likely to prove a serious competitor. And I am not inclined to quarrel with them for doing so. I had hoped, however, that our own roads and our own people would have taken a more decided stand in favor of this great national undertaking; this great work which in the future must become, and which now is becoming, such an essential part of Canada, that our credit and every interest Canada has is affected either by pushing forward and completing the road or by allowing it to stop where it is. I had a right to look, and I did look, to the people of this country and to the press to pursue a somewhat different course from what has been pursued, although I have been challenged and we all have been challenged to produce a single article or argument from the speeches of hon. gentlemen opposite, or their organs in the press in which the road has been traduced. We have been so challenged, but the proof that such has been done is patent to everybody.