

After the completion of the Eastern Division the road is to be leased to the Company for fifty years at a rental, except for the first seven years during which the government meet the interest.

A brief summary of these authoritative figures gives this result:-

Total present sum required to cover seven years' interest (all other interest being paid by the company) on cost of Eastern Division	\$10,655,562
Total present sum required to provide government portion of seven years' interest (all other interest being paid by the Company) on cost of mountain section, Western Division..	3,177,794
Total present sum required	\$13,833,356

The surplus in 1903 was \$14,345,000. If therefore, the government should set aside out of this sum \$13,833,000 it would provide for the full payment of the seven years' interest, which is all the obligation that the government are to bear with respect to the whole line from ocean to ocean.

Contrast this with two things, the cost to the country of the C. P. R. (alluded to elsewhere) and with what the promoters of the Grand Trunk Pacific wanted and asked for. They asked for a cash subsidy of \$6,400 a mile from North Bay to the Pacific Coast. The distance being 2,492 miles that meant \$15,948,800. They also asked, in addition, for a land grant of 5,000 acres a mile. This meant 12,500,000 acres, which at a very low estimate of value would be worth \$3 an acre, or \$37,380,000. In lands and money they asked for \$53,328,000 for a half railway which would begin in the middle of the country and carry its traffic down to Portland in the United States, while for a net cost of about \$13,000,000 the Laurier government is giving to the people of Canada a whole transcontinental railway running every mile of it over British territory and feeding its traffic to Canadian ports.

TWO SCHEMES CONTRASTED.

The chief points of contrast between the Grand Trunk Pacific project and the Canadian Pacific project which the Tories launched are these:

1. The Canadian Pacific is from end to end the property of the company which was chartered and subsidized to build it.

The Dominion will own one-half Grand Trunk Pacific from Winnipeg to near the Atlantic Ocean will be built by a lien held as security for guarantee of interest. The Dominion also has authority to grant running powers.

2. The Dominion Government constructed two costly sections of the Canadian Pacific—from Lake Superior to Winnipeg and from Kamloops to the Pacific Ocean—and make a present of these completed portions to the company.

The Grand Trunk Pacific from Winnipeg to near Atlantic Ocean will be built by the Government, and will remain the property of the people of Canada in perpetuity.

3. Parliament granted to the Canadian Pacific a subsidy of \$25,000,000. The only financial aid given to the Grand Trunk Pacific is a guarantee of interest—which will not cost the country anything—to the capitalists who furnish the means of construction west of Winnipeg. On the section east of Winnipeg, which will be built and owned by the Government, the country will receive a rental sufficient to pay interest on the sum invested.