

making \$41,300,000, or a total cost of construction from Winnipeg to Moncton of \$51,300,000.

The right hon. the Prime Minister (Sir Wilfrid Laurier) at page 7691 of 'Hansard' used these words :

The sum total of the money to be paid by the government for the construction of the line from Moncton to the Pacific will be in the neighbourhood of twelve or thirteen million dollars.

And to the same effect was the language of the then Postmaster General (Sir William Mulock) at page 7711 of 'Hansard.' The hon. the Minister of Customs (Mr. Paterson) at page 10304 of 'Hansard' confirmed the above statement of the Prime Minister as to the probable cost of the road.

I estimated the road from Winnipeg to Moncton at \$40,000 per mile for 1,875 miles or a total of \$75,000,000 and the estimate which I made at that time was regarded by hon. gentlemen opposite as excessive to the point of absurdity. Let us look a little at the actual cost of the road as borne out by the figures brought down by the government.

I shall read a statement which I have prepared in order that the figures may appear in consecutive order upon the pages of 'Hansard.' Let me say to my hon. friend the Minister of Railways that so far as data were available from official returns brought down by the government this session I have used those data and where I have been obliged through the absence of information to make any estimate of my own, I have endeavoured to be conservative and thoroughly within the mark. The estimate which I have made as to the eastern division is as follows :

Statement of cost to Canada of National Transcontinental Railway. Eastern division.

Construction of railway from Moncton to Winnipeg, 1,803.55 miles, at estimated cost of \$63,427 per mile. \$114,393,765
 Allowing five years for period of construction there will be an average of 2½ years' simple interest at 3½ per cent per year during construction, or \$4,003,781.67 per year for 2½ years. 10,009,454

Cost of eastern division at completion will thus be 124,403,219
 To this must be added 7 years' interest at 3 per cent (not compounded) after completion during which Grand Trunk Pacific is to pay no rent. 26,124,676
 Also interest at 3 per cent for three years additional during which no rent is collectable unless earnings are sufficient. 11,196,290
 \$161,724,185

Mr. R. L. BORDEN.

Quebec bridge.

Cost of Quebec bridge up to March 1, 1907. . . . \$5,422,238
 Estimated cost of completion. 9,000,000
 14,422,238

* 'Hansard,' 1907, p. 7960.

Terminals.

Estimated cost of our share of terminals at Quebec, Winnipeg and Moncton, and shops east of Winnipeg. 5,470,000
 \$181,616,423

Mountain section.

Cost of mountain section (839 miles) as stated in return brought down, \$61,520,000.
 Seventy-five per cent of the above, \$46,140,000, to be guaranteed by the government for construction of mountain section.
 And the government agrees to pay without recourse the interest on bonds so guaranteed for 7 years which at 3½ per cent amounts to. \$ 11,304,300

Recapitulation of cash expenditure.

Total cash expenditure and interest in respect of eastern division as above. \$124,403,219
 To this must be added 7 years' interest at 3 per cent (not compounded) after completion during which G. T. P. is to pay no rent. . . . 26,124,676
 Also interest at 3 per cent for three years additional during which no rent is collectable unless earnings are sufficient. 11,196,290
 Cost of Quebec bridge as estimated 14,422,238
 Interest to be paid by government without recourse on mountain section. 11,304,300
 Cost of terminals at Moncton, Quebec and Winnipeg, including shops east of Winnipeg. 5,470,000

Total cash expenditure \$192,920,723

Bond guarantee.

In addition to the above cash expenditure the government incurs the following obligations on its guarantee of bonds—
 Guarantee on bonds issue on mountain section as above. 46,140,000
 Guarantee of bond issue on prairie section, 916 miles, at \$13,000 per mile. 11,908,000
 \$ 58,048,000

Cash expenditure \$192,820,723
 Bond guarantee. 58,048,000

Total. \$250,968,723

In order to explain the basis of some of these estimates I would like to say a word or two, and that is really the only comment I have to make, because the figures which I have brought to the attention of the House, and which I submit for the comment and criticism of my hon. friend the Minister of Railways and Canals, speak for