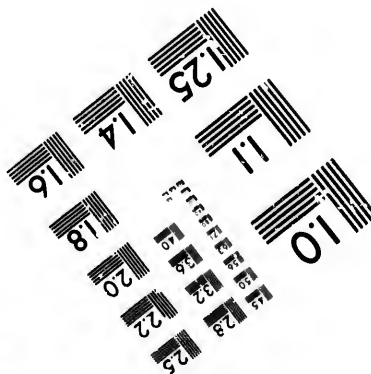
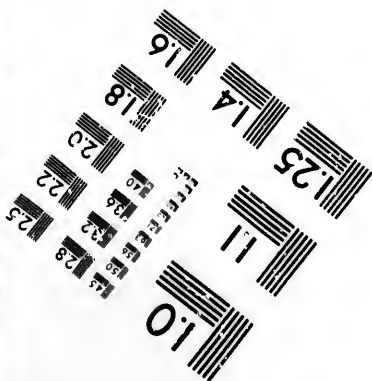
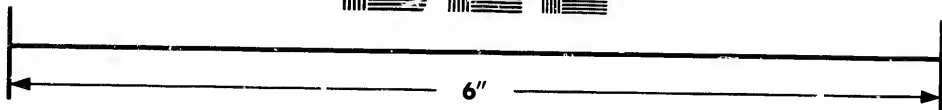
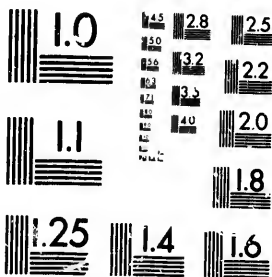


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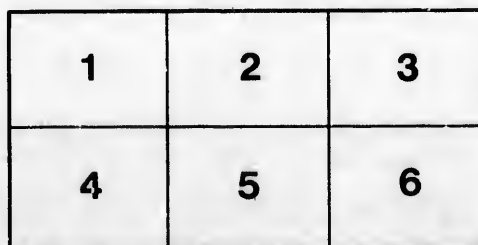
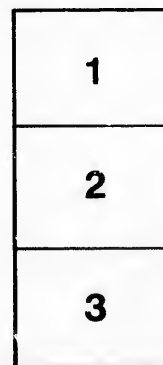
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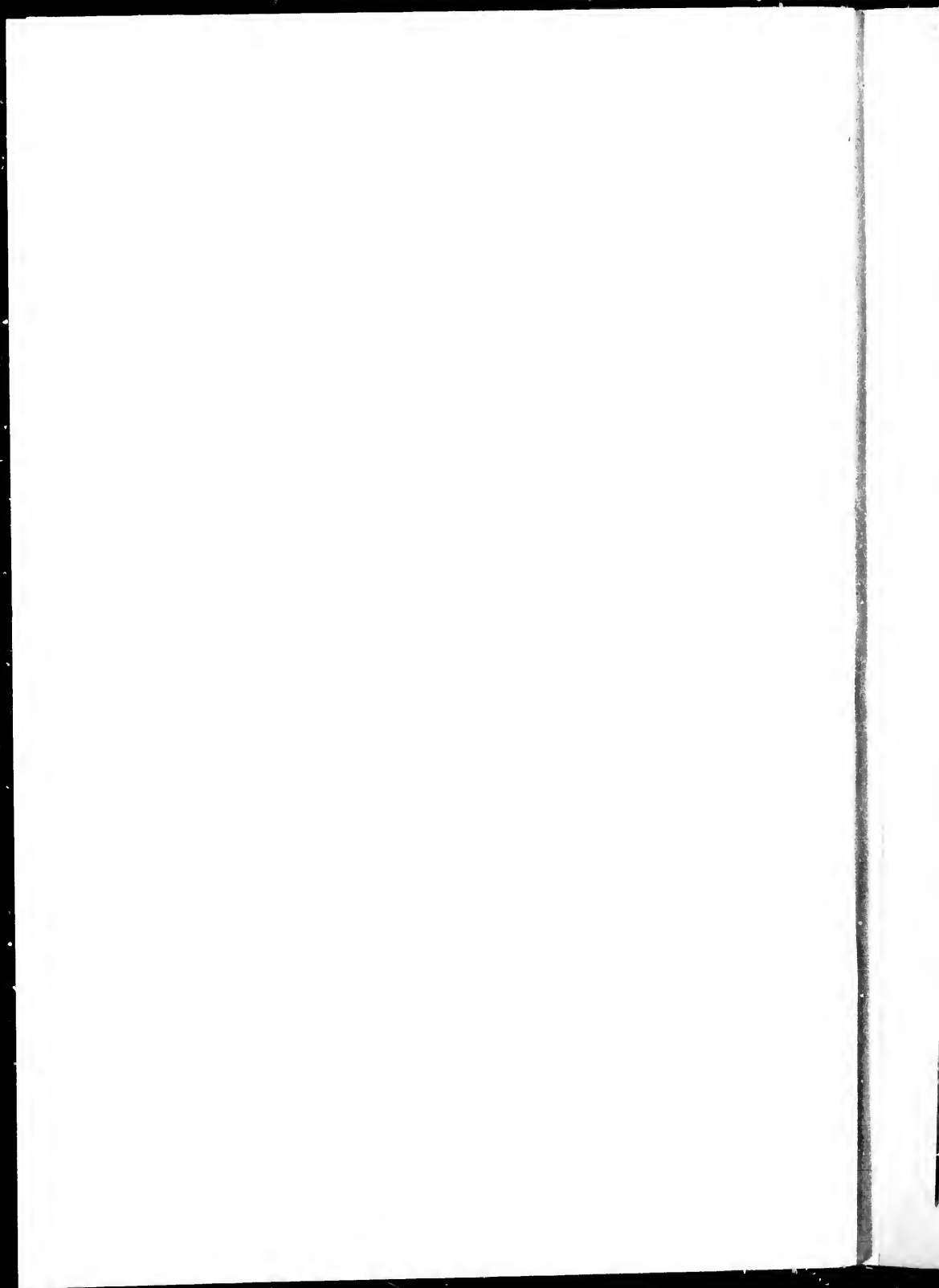
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OFFICIAL REPORT

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DELIVERED BY

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Minister of Railways and Canals,

ON THE

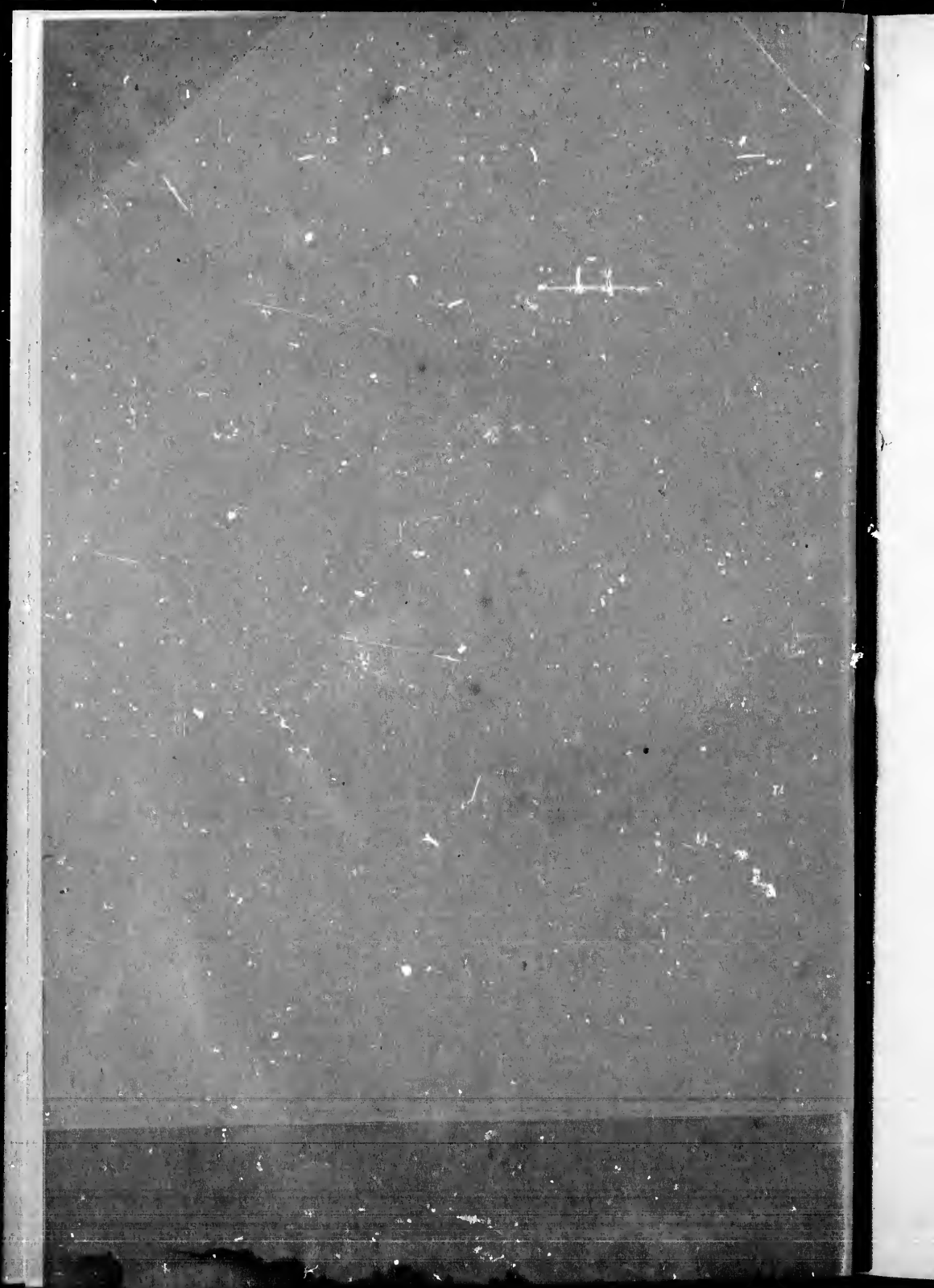
CANADIAN PACIFIC RAILWAY.

HOUSE OF COMMONS, SESSION 1882.

OTTAWA:

Printed by MACLEAN, ROGER & Co., Wellington Street.

1882.



HON. SIR CHARLES TUPPER'S SPEECH
ON THE
CANADIAN PACIFIC RAILWAY.

HOUSE OF COMMONS,

TUESDAY, 18th April, 1882.

SIR CHARLES TUPPER moved the second reading of Bill (No. 144) to authorize the construction on certain conditions of the Canadian Pacific Railway, through some other pass than the Yellow Head Pass. He said:— About a year ago I had the pleasure of submitting for the consideration of this House a contract for the construction of the Canadian Pacific Railway, and I have now the greater pleasure of calling the attention of the House to the results of the adoption, by Parliament, of that contract, and of its ratification. The ratification of that contract was made, and letters patent under it were issued, on the 16th February, 1881. I may safely say that the progress made in that great work from that time to this has been eminently satisfactory. The most convenient mode in which I can make a rapid survey of the work will be to commence at the eastern end, or the point termed Callander, at the eastern end of Lake Nipissing, where the contract for the Canadian Pacific Railway properly commences, and I may say that considerable progress has been made towards the construction of the first section of the line at that point. It was hoped that the construction of the Canadian Pacific Railway, under the subsidy granted by Parliament, from Pembroke to Callander would have been completed at an earlier date, but it has not been found practicable to complete that section at an earlier period than something like the 1st of July of the present year, and it will be readily seen that it would be very difficult indeed for the contractors to make very material progress with the first section until they had obtained easier access by the completion of that which was formerly the Canada Central, now a portion of the Canadian Pacific Railway, to that point. Notwithstanding that, I may say that a careful re-survey and re-location of the line has enabled the country to obtain a better line in

every respect than was supposed to exist up to Sturgeon River or the point where the line became common to the interior line, passing away to the head of Lake Superior or to the branch as it was when proposed from that point to the Sault Ste. Marie. The papers which I have just laid on the Table disclose the fact that an application has been made after examination of the subject by the Canadian Pacific Railway Company for permission to locate their line from the point that was common to the Sault Ste. Marie branch, to the north of Lake Superior in the direction of the Sault Ste. Marie, that that which was formerly regarded as a branch to the Sault Ste. Marie, may, to a large extent, become a portion of the trunk line. A careful survey which had been made of the section from Algoma running easterly to connect at the point where the Sault Ste. Marie branch commenced, has shown a very favorable section of country for the construction of the road, with the advantage that at Algoma Mills connection is made with navigation at the waters of Lake Huron.

Mr. MACKENZIE. I would suggest that the hon. member would state, as he goes along, what particular survey he refers to. For instance, in 1877, a survey was made on nearly a direct line from Cantin's Bay to the mouth of Pic River.

Sir CHARLES TUPPER. That is not the survey to which I am now referring. I am referring to the survey and location which was made under the hon. gentleman's Administration, and subsequently re-surveyed under my instructions, from Callander for about sixty or seventy miles on the first section of the line which I call the interior line, running from that point north to the head of Lake Superior; and although a good deal of care had been taken in reference to that survey, a further examination of the line with the view of carrying it westward instead of northward in the direction of the Sault Ste. Marie, has resulted in obtaining a very favorable line from Callander to the crossing of the Sturgeon River, and away on from that to Algoma Mills. For that distance, from Callander to Algoma Mills, a distance of 182 miles, through a favorable country, the most severe grade encountered is one of fifty-three feet to the mile. It is confidently anticipated that the Company will be enabled to lay track upon fifty miles this season west of Callander. That is the calculation, and they have already placed under contract a section from Algoma Mills, running eastwardly to meet the line from Callander for a distance of sixty miles, on which it is expected the track will be laid this season, so that it is, without doubt, ascertained that

communication during the next season—that is in the year following the present—will be complete from this point to the waters of Lake Huron at Algoma Mills, a point 182 miles west of Callander Station. The sixty miles east of Algoma Mills are under contract, and it is expected the track will be laid upon that portion this season, so that the seventy-two miles intervening between Sturgeon River and the portion now under contract to Algoma Mills will be attacked at both ends, and be consequently completed during the year. The main line, as it is now proposed by the Canadian Pacific Railway Company, is intended to run westward from Algoma Mills to within twenty or thirty miles of Sault Ste. Marie, running through a favorable country. They have made formal application for this change of location. The Government have passed an Order in Council, of which I have just placed a copy in the hands of the leader of the Opposition, agreeing to adopt that location provided it is found upon further survey that they are able to show the plans and profiles of a through line from that point within twenty or thirty miles of Sault Ste. Marie, running nearer to the coast to the head of Lake Superior. Until that plan and location are submitted for the approval of the Governor in Council it is not the intention to pay any portion of the subsidy intended for the Canadian Pacific Railway upon any portion common to that line, and what I call the interior line, running from the north of Lake Superior to a point sixty or seventy miles north-west of Callander Station. I have no doubt myself, after the information I have received from the engineer of the Company, that a very fair line will be obtained in that locality. We have only very recently received information from the able engineer who has been going over the most difficult portion of it, that, although the line will be probably attended with greater cost in construction, it is believed that a very good line, with grades not inferior to those that we would have been obliged to encounter in the interior line in the neighborhood of the upper part of Lake Superior, will be attained. There will be very great advantage, as hon. gentlemen opposite will see, from the adoption of the proposed line. In the first place, I may say that the line is assumed to be no longer, the distance will be no greater in the one case than in the other; it is about 650 miles, whether you go by the interior line from Callander Station to the head of Lake Superior, or whether you go to within twenty-five or thirty miles of the Sault Ste. Marie line and thence away to the north to Thunder Bay. I may say it will be at once seen that as the line will run in the neighborhood of the waters of Lake Superior, there is much less likelihood of its being

obstructed by the snowfall, the snowfall not being so great on the coast of Lake Superior as it would be on the interior line. There will also be greater advantage in construction. While you would be compelled to carry on the construction of the interior line to a large extent from the two ends, the one from the head of Lake Superior running eastwardly, and the other from Callander Station running westwardly, access by the various rivers and inlets from the waters of Lake Superior will enable this work to be attacked at different points along the line, and will enable supplies to be thrown in much more easily than otherwise would have been the case, and in that way enable the time to be very much shortened during which the line can be constructed than would be possible if constructed on the interior line. As I have said before, I have every reason to believe that it will be found quite practicable to construct a good line in that locality, and it will be obviously desirable to do so for the reasons I have mentioned, in case it be found practicable. When that day arrives it is proposed to adopt the location of the line, and then to treat all that portion of the line from Callander Station running to within twenty-five or thirty miles of Sault Ste. Marie, on by the head of Lake Superior to Thunder Bay, as a portion of the Canadian Pacific Railway proper. It is also proposed, during the coming summer, 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 enabled to put under contract some fifty or sixty miles of road running from Prince Arthur's Landing in this direction towards meeting the other line which is being extended from this side. Now, Sir, I may say that there will be an additional advantage from having the line constructed in the mode proposed, because so soon as the waters of Lake Huron at Algoma Mills are tapped there is a means of bringing traffic from these waters on to the line, and the proximity of the line to the waters of Lake Superior will also furnish an additional means of reaching the main line and carrying on the traffic in connection with it. It is expected by the Government, as I held out the hope a year ago, that we will open the road from Prince Arthur's Landing through to Winnipeg in the month of July next--not that the road will be completed, but that that will be accomplished to which we have steadily worked, the getting a through track laid over that distance, so that we may carry immigrants into the great North-West through our own country, over the lines of railway from Quebec to the waters of the Georgian Bay, thence by water to Prince Arthur's Landing, and so over our own line into the great North-West, furnishing a much

easier, a much cheaper, a much more rapid, and I may say, so far as the difficulty of getting immigrants through a neighboring country is concerned, a much safer line of communication in our own interests than any which at present exists. Of the whole of 433 miles from Prince Arthur's Landing to Winnipeg, the track has now been laid upon 401 miles, leaving only thirty-two miles to complete the link. On contract 41, from the 199th mile to the 233rd mile, the road is expected to be finished early in the present season. On contract 42, from the 233rd mile to the 300th mile, it will take a considerable portion of the next season as well as of this to finish the work. The contract time for finishing that work is July of next year, but I shall be extremely glad if the work can be quite finished during the next two or three succeeding months. However, as I have already stated, I have every reason to believe that during the coming month of July, there being only thirty-two miles of track now remaining to be completed on that line. The total expenditure on the line from Prince Arthur's Landing to Selkirk up to the present time is \$13,234,900, and the balance, which I estimated last year would be sufficient to complete it, of \$1,470,100, making \$14,705,000, or the estimate which I ventured to lay upon the Table of the House last year as the cost of that work; and after an additional year's experience the House will be glad to learn that I have no reason to suppose that that estimate will be exceeded.

Mr. BLAKE. Will the hon. gentleman give the figures of the present expenditure?

Sir CHARLES TUPPER. The present expenditure is \$13,234,900, leaving a balance of \$1,470,100, to complete the work as covered in my estimate of a year ago. The moment that the through track is laid in the month of July now coming, we expect to be able to carry, without materially interfering with the progress of the work, some traffic and the through immigrants which require to be provided for. I may say, Sir, that the Canadian Pacific Railway Company has decided to establish its headquarters in the city of Winnipeg. The station grounds, the workshops and all the paraphernalia that are needed to carry on and operate a great line of railway, are to be placed at that point; and this decision having been reached, an investigation was made by them as to the most direct mode of carrying the line westward. As the House is aware, the Government had placed under contract the first 100 miles of that road, west of Winnipeg. The Company decided that it would be better to run a direct line west from

the city of Winnipeg, in the direction of Portage la Prairie, than to continue to follow the line which the Government had adopted, and they were therefore permitted to abandon that portion of the line between Stonewall—a distance of twenty-one miles—from Winnipeg to Portage la Prairie, and construct the road from Winnipeg in a more direct line to Portage la Prairie. By this change, the distance has been shortened between Winnipeg and Portage la Prairie thirteen miles. The Company, however, are bound to continue to operate the line under this alteration—which was agreed to—for twenty-one miles from Winnipeg to what is called Stonewall, the principal place on the line between Winnipeg and Portage la Prairie, over the line which was being constructed by the Government before the work passed into the hands of the Company. The line as now located is therefore a direct line between Winnipeg and Portage la Prairie, and in the same westerly direction crosses the Assiniboine at Brandon. It then follows the general course of the Qu'Appelle River to Moose Jaw Creek, a distance of 40½ miles from Winnipeg, which is the most westerly point up to the present time approved of by the Governor in Council; and I may say here, that it is not the intention of the Governor in Council to approve of any further portion of the line of the Canadian Pacific Railway proper, or make any payments in regard to any construction west of that point, until it is ascertained that there is a better line in the interests of the country, so far as we are able to judge, through Kicking Horse Pass, than that we had previously obtained through Yellow Head Pass. From Moose Jaw Creek, we are quite aware there is no difficulty in getting a line to the Pass which was authorized by Parliament, and the Bill, which I have now submitted for the consideration of the House, asks for authority to make the change only if we believe it to be in the interests of the country. I will come more particularly to that point a little later on. I may say, however, Sir, that the section of the country through which the line runs direct from Winnipeg, in the most direct course that could be obtained from Winnipeg to Moose Jaw Creek, and as it is proposed to be constructed, is very favorable both as regards the grades of the railway and also as regards the character of the country which is to be opened up. The district is one of a very promising character, which will undoubtedly be very rapidly filled with a vigorous and enterprising population. Now, Sir, it is expected by the Company that they will be able to lay no less than 500 miles of track in that direction this season; there are 161 miles from Winnipeg now under traffic to a point which, I think, is called Flat Creek, about thirty-one miles from Brandon, which, as

you are aware, is about 130 miles from Winnipeg. The Company expect to be able to lay some 500 miles of track in a direct westerly line during the coming season; but, as I have already stated, the Government does not intend to make any payments on any portion of the line beyond Moose Jaw Creek until they are satisfied that a better line can be obtained for the Canadian Pacific Railway by going south to Kicking Horse Pass than had already been obtained in the direction of the Yellow Head Pass. The location of the Canadian Pacific Railway being more southerly than was intended or contemplated two years ago, I think will be attended with this advantage: that the branches will require to be fewer, and, as is perfectly obvious, the fewer the branches are the longer they will be, and the greater the facility with which they can be operated. The whole of the country to the north of the Canadian Pacific Railway is open for the construction of long branches running in various directions, and from their length, they can be operated with greater advantage and to greater profit than short branches could be worked. The Company have about 8,000 tons of rails now at the end of their track, and a very large quantity of sleepers, and an enormous quantity of rails are now in transit from Great Britain and the Continent, to carry on with great vigor the prosecution of these works. The payments up 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, as the House is aware, are, 1st. The branch from Winnipeg to Emerson, which, including the cost of the road to Selkirk, has cost, up to January, 1882, \$1,538,033. The earnings upon this branch during the ten months that the Government operated it, before it was transferred to the Company, up to the 30th April, 1881, amounted to \$291,498. I mention this more especially because I think that a return which was moved for by the hon. member for Westmoreland has not yet been laid on the Table.

Mr. BLAKE. What have been the receipts since?

Sir CHARLES TUPPER. I will be very glad to give the hon. gentleman that information. The traffic has increased enormously since that date. From 1st of May, 1881, to 31st of March, 1882, there were no less than 21,486 through passengers, and the present rate of passengers, as I understand it, is from 300 to 1,000 per day; the passengers in March last numbered 5,684, and from the 1st to the 15th April, no less than 3,354. I may say that as they take all persons below twelve years of age without tickets, those passengers only embrace what we may

term adults, or do not embrace what I suppose would quite double the number of the passengers, if those children were included, as was of course the case in the number of immigrants, as stated by me on a former occasion as having come in. I may say, for the information of the hon. gentleman who seems very anxious to anticipate it—that the receipts from the operation of the Canadian Pacific Railway from the time that it passed into the hands of the Company, on the 1st of May down to the present time, and to the last date of information was over \$600,000.

Mr. BLAKE. What is the last day of the information?

Sir CHARLES TUPPER. I see by the paper that the earnings from May, 1881, to February, 1882, inclusive, amounted to \$193,000 for passengers, \$391,000 for freight, and \$10,000 for mails and express; making a total of \$603,000 for that period.

Sir ALBERT J. SMITH. For the whole line?

Sir CHARLES TUPPER. Yes, for the whole line under operation—from Rat Portage on one side to Flat Creek, thirty miles beyond Brandon, on the other, and from Winnipeg to Pembina. The Canadian Pacific Railway, in addition to the line they have constructed from Winnipeg westward, and which is now in operation for the 161 miles, have also laid some eighty-nine miles of a branch which is called the Winnipeg and Pembina Mountain Branch, running in a south-westerly direction from Winnipeg to the border, and with a branch of twenty miles connecting that point with the town of Emerson at the frontier. For 100 miles this branch it is expected, will be opened for traffic during the present season. It is now ready for the rails with the exception of the twenty mile branch to Emerson, and it is expected that 100 miles of this branch will be in operation during the coming season. They have also projected another branch from Brandon south-westerly, about fifteen miles, to Souris, thence west, in all 195 miles. I should have mentioned also that the length of the Winnipeg and Pembina Mountain Branch is 235 miles.

Mr. MACKENZIE. Where does the Souris Branch strike the main line?

Sir CHARLES TUPPER. At Brandon, running thence south-westerly about fifteen miles and then westerly, with about fifteen miles between it and the main line. The next section I come to is, of course, the one which will be dealt with last, and it is the main difficulty with which the Company has

to engage—I mean the portion through the Rocky Mountains to Kamloops. I may say that I only received this morning the latest information as to the grounds which led the Company to be somewhat sanguine that they would be able to obtain a better pass for the railway than the Yellow Head Pass—not better in point of grades, because that would be impossible. If they get through Kicking Horse Pass I am afraid it will be by heavier grades than the other; but it is so obviously in the interests of the country and of a great trans-continental line like this, that it should be considered 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 seventy-nine miles. This is a matter which would be of great importance not only to the line but to the country, because it would penetrate the best district in British Columbia, that is the Kamloops district—a district which would only be skirted if the road went by the Yellow Head Pass, at the confluence of the Fraser River and Lake Kamloops. I will read to the House the latest information obtained with reference to the probability of getting a pass by the line which is proposed by this Bill—or rather the Bill proposes that the Governor in Council, if they believe it is in the interests of the country, may authorize the Company to deviate from the pass which was fixed by the contract and the Act of last Session. This telegram is from Mr. Van Horn, the Superintendent who is in charge of all the operations at the central point of the Canadian Pacific Railway. It was telegraphed this morning to Mr. Drinkwater as follows:—

“Major Rogers reports that there is no question about feasibility of good line with easy grades through Kicking Horse Pass although work will be very expensive. The crossing of the Selkirk Range is the only thing in doubt, but explorations have progressed sufficiently to justify belief that they can be crossed by use of some long tunnels. The worst that can happen in case of failure to cross Selkirk is, that the line may be forced round the great bend of the Columbia, which would considerably increase distance; but to save this distance work will be undertaken that would ordinarily be considered impracticable on account of expense.”

W. C. VAN HORN.

That is to say, it is now found that the Kicking Horse Pass is perfectly practicable as we have known for some time.

Mr. MACKENZIE. Since 1873.

Sir CHARLES TUPPER. Yes, since 1873. But the difficulty, of course, as my hon. friend knows, is that presented by the Selkirk Range, which all the surveys carried on by the Government led to the belief was not practicable. If it be found to be practicable it will only be so by under-

taking to shorten this line by some seventy-nine miles, probably by considerable increase of the expense of construction over that which would be involved by passing through the Yellow Head Pass. The importance of making that saving of seventy-nine miles is evidently considered so great by the Company that, as they state, they would be prepared to take it even at an expense that would ordinarily be considered quite impracticable. The engineers of my Department—those 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 have to be done at a very great cost indeed. The line, I presume, would be considerably shortened by going through the Kicking Horse Pass, and round what is called the big bend of the Columbia River; but there is not sufficient information to enable one to speak with any certainty as to how the distance would compare with the Yellow Head Pass. The section of country opened would not be quite as favorable in that case as in the other. I will now read the memorandum which Mr. Smellie, who is Engineer in Chief at the Company's headquarters in Montreal, has placed in my hands with reference to this matter, as I told him there was a desire on the part of the House to get the fullest, latest, and most authentic information that could be given on that point. He says in the memorandum, which is dated the 15th of April:

"From the report of Mr. A. B. Rogers, who conducted the surveys in British Columbia during the season of 1881, I obtain the following particulars.

"That a thorough preliminary survey of the country was made between the Kicking Horse Creek and Mount Back, including the Vermilion and White Man's Pass routes, and a partial survey of the route from the head of Bow River to the summit of Howse Pass, and also of the Kananaskis route. The time occupied on these surveys extended only from the 1st of August to the 1st of October, the parties not having arrived as early as was expected.

"The route selected for location passes up the Bow River to its junction with Bath Creek, thence up Bath Creek westerly about five miles, thence south-westerly about one mile to Summit Lake, about one mile long, and from which the waters flow in both directions. This lake lies from four to five miles farther east than is shown on the maps as the summit of the Rocky Mountains. At this point, the line will thence follow down the east branch of the Kicking Horse Creek to the Columbia River.

"From the results of the surveys, as far as made, Mr. Rogers is sanguine that the descent from the Kicking Horse summit to the Columbia River will not exceed eighty feet per mile; and that the gradients from Bow River to the summit will be raised.

"Mr. Rogers also made a reconnaissance from Kamloops easterly to the summit of the Selkirk Range, and from general observation and barometric readings he states that gradients will be obtained not exceeding sixty-six feet per mile between Kamloops and the north fork of the Illi-cille West River, and from thence to the summit of the Selkirk Range the gradient will not exceed eighty feet to the mile.

"In consequence of difficulties which beset Mr. Rogers, arising from a scarcity of supplies, he was unable to specially examine the country

between the summit of the Selkirk Range and the East Branch of the Columbia River, a distance of about thirty miles.

"Before leaving the summit, however, he ascended the "Divide" and while seeing generally a very broken country to the eastward, he observed that one of the ravines led in the desired direction for a distance of quite ten miles. There is also on the west side of the Columbia a large stream, Beaver Creek, which has its source in the vicinity of this broken country. From these observations Mr. Rogers feels assured that the distance in which difficulties may be expected in crossing the Selkirk Range, will be reduced to ten or twelve miles."

That, I may say to hon. gentlemen opposite, is in substance all the information we have in our possession. As will be seen by the Bill now under consideration, it is not proposed to ask authority from Parliament to permit the adoption of any pass, however feasible, that is nearer than 100 miles from the boundary on the United States, which will, I think, be regarded as a quite sufficient distance to protect thoroughly the national character and interests of the line. I will now, Sir, refer to the progress of the work from Kamloops to Emory's Bar. That work, as hon. gentlemen opposite are aware, has been vigorously pressed, and the total value of the work done under the contract covering that 127 miles, is \$1,979,973.

Mr. ANGLIN. To what date?

Sir CHARLES TUPPER. That is to the latest date to which I have information of the progress of the work.

Mr. BLAKE. What date is that?

Sir CHARLES TUPPER. At this moment it is not in my power to state the exact date to which this information is brought down. I may say that the date at which that work is required to be completed under the contract is July, 1885, and that I have every reason to believe that the work will be finished within the time stipulated by the contract. Apparently, the amount of the work is not sufficient to indicate that that would be done; but hon. gentlemen will perceive that the expenditure on the initial works has been applied in such a way as to render the future progress of the work much more rapid than was possible until a large portion of very heavy and difficult work was undertaken, and means of access were thus obtained to the other portions of the line. As hon. gentlemen opposite are also aware, eighty-six miles from Emory's Bar to Port Moody have also recently been placed under contract, at an amount of \$2,486,000, and the date fixed for the completion of that work is the same as the other. It is easier to complete that eighty-six miles than some sections, even in their present condition, above that, in consequence of the work being reached more easily by the Fraser River and Burrard Inlet, the contractors thus being enabled to

attack it at various points more easily than it was possible to do in regard to the other work. It may, perhaps, be interesting to the House for me to glance at the estimates which have been made for those contracts on the main line of the Canadian Pacific Railway, and to state the results, so far as it is in my power, down to the present moment. The first contract from the Kaministiquia to Sunshine Creek was a contract for forty-five miles of road from the Kaministiquia to Shebandowan, but twelve and a half miles of that line was abandoned owing, to a change of policy on the part of the Government. The amount of the contract for the whole forty-five miles was \$406,194; but if you deduct the twelve and a-half miles, it would leave the contract price for the thirty-two and a-half miles at \$293,360. I am glad to be able to say that that contract will be completed according to the present estimate--and of course the work is so far completed as to enable one to speak with a great deal of certainty--for \$313,200, or only \$19,840 in excess of the price estimated for in the contract. From Sunshine Creek to English River, contract 25, the present estimate for the work is \$1,417,203, and the contract price was \$1,037,061, and the construction of the work will exceed the contract price by \$380,147. From English River to Eagle River, contract 41, the present estimate for the completing of the work is \$1,767,357, and 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 the contract was for \$2,203,000.

Sir CHARLES TUPPER. No, it was for \$2,300,196; and I may say we hope to be required to pay a larger amount, and for this reason: The contract was so made, that if the track was laid during the past season, by the 1st of July, and if the contract was completed by the 1st of July of next year, the contractors were to be entitled to the larger sum named here. Well, it is quite true the rails were not laid by the 1st of July; but the object the Government had in making that contract was attained, and that was to provide the means of attacking the adjoining contract from both ends; and so the work was so far completed as to have the track laid at a comparatively short time after the 1st of July. And as the contractors incurred great additional expense in making that advance, an Order in Council was passed declaring that if they complied with the second portion of the contract, requiring the completion of the work by the 1st of July next year, they should be held to have

complied with the portion of the contract which depended on having the track laid by the 1st of July this year; because the expenditure made was commensurately great, and the advantage to the country is the same as it would have been had the original arrangement been adhered to. I wish to explain the manner in which I am treating these figures. Should we be able to complete that work for the closest estimate we could make at the present, we shall save \$532,839 as between the cost of the work and the price at which it was let. Hon. gentlemen are aware that great efforts have been made to improve the location of the line after the contract was made, and both on this and the adjoining section Mr. Fleming was able, by great exertions, to shorten the line, although most elaborate surveys had been previously made. When the Government had undertaken to do the work, it was found that by great efforts the line could be shortened by several miles, as well as very considerable reductions made in the work in addition. There were some changes in the character of the structures that were contemplated, which also enabled us, especially on the adjoining section of the work, to make a very considerable saving. On the section from Eagle River to Keewatin, 42, the present estimate is \$2,904,153; the contract price was \$4,130,707; so we expect to effect a saving on this section of \$1,225,554. On the contract from Keewatin to Cross Lake, section 15, as the House is aware, a change was made in the character of the work.

Mr. ANGLIN. Will the hon. gentleman describe that change.

Sir CHARLES TUPPER. I think it has been the subject of such elaborate discussion, and there is so much information in the hands of the hon. gentlemen concerning it, that I do not think it would be right to trespass on the indulgence of the House by detaining it by a further specific statement. But I may say, in general terms, that solid embankments were substituted for trestle work, and the reasons for that will be found in the reports of the engineers during the time my hon. predecessor was in office, and also in documents subsequently laid before the Government, and which led them to the conclusion that the change would be in the interests of the country. That change has added to the cost something like \$250,000. So, as estimated, the figures stand thus: The work is almost finished, or expected to be actually finished immediately; the estimated cost of the section is \$2,619,583—and the contract price is \$1,594,085. Added to that price is \$250,000, caused by the change in the character of the work, and you have \$1,844,085, or an amount at present, of \$775,500 more to construct the work than the contract price agreed upon.

Mr. BLAKE. Not more than the original price.

Sir CHARLES TUPPER. Not the original contract price; but the hon. gentleman will see that you add to the original contract price \$250,000, making a total of \$1,844,845. There is between that and the cost of the work the sum \$735,500. Now, I come to the work from Cross Lake to Selkirk, section 14, between the contract just referred to and Red River. The contract price for that work was \$402,950, and the estimated cost is \$733,602, or \$330,652 more than the contemplated cost. I now come to the four contracts between Kamloops and Emory's Bar, 60, 61, 62, and 63, making 127 miles; and I am glad to be able to say that on 63, while the price of the contract was \$1,746,150, the amount we expect to complete the work for is \$1,192,600, or \$553,550 less than anticipated.

Mr. MACKENZIE. Does your first estimate embrace the \$250,000 set down for contingencies.

Sir CHARLES TUPPER. I am taking the actual estimate of the work to be executed; and in that case, although great attention and expense were devoted to as careful and as thorough a survey as possible, it had to be made through so rugged and difficult a country, one almost impassible, that it was utterly impossible to expect to obtain such correct location surveys as could only have been made when a staff of engineers were on the ground, engaged in the construction of the road, and which it may be in their power to secure, with a reduction of the work, by every possible means they can devise.

Mr. MACKENZIE. Will the hon. gentleman state what reduction was made on the radius of the curves?

Sir CHARLES TUPPER. We have sacrificed nothing in that respect that will, in the least degree, injure the character of the road; and having travelled, as I have, over the Union Pacific and Central Pacific Railways, around curves much sharper than any to be met on the line of the Canadian Pacific Railway—at a very considerable speed—I am able to say that our road will compare, not only most favorably, but is a first-class road, as compared with the roads to which I have referred. In fact, all these contracts contemplated the construction of a first class railway. On the first section, I was saying \$553,550 were saved on the amount stipulated in the contract. On section 62, the contract price was \$2,056,950. We expect to complete it for \$1,368,670, or \$688,280 less than the price contained in the contract when granted. For section 61 the contract price is \$2,573,640, and we expect to complete it for \$1,927,000, or

\$646,640 less than the contract amount. On the sections from Emory's Bar to Port Moody, of course the contract being for a lump sum, we expect, with the careful and accurate survey which was made and the thorough knowledge of the work obtained before the contract was let, to complete it for the amount stated in the contract—\$2,486,000. On section 63, the contract price was \$2,727,200, and we expect to complete it for \$2,324,000—a saving of \$403,200. So that I may state, in round numbers, that on contracts 13, 25, 15 and 14 the cost will be \$1,560,139 more than the contract price; and on contracts 41, 42, 60, 61, 62 and 63, the saving will be \$4,051,630, or that amount less than contemplated when the contracts were made. I give this information to the House because it is of very great interest, and I know how glad the House will be to learn, that in these remote and difficult sections of country, we have been enabled to make so great a reduction of cost, to save so very large an amount of money to the country. I may say, that in regard to the work that is being constructed by the Government, the greatest possible care has been taken to secure a first class road. I may say, in addition to that, that the policy which I propounded to the House by changing entirely the character and class of railway to be constructed, by building the cheapest possible line through the prairie country, was abandoned by the Company when they came in possession of the road; and I can challenge the closest scrutiny of the subject when I say that not only are we carrying out the portion of the road to be constructed by us, notwithstanding these great savings in such a way as to secure the construction of a first-class railway, but that it is not possible to construct a better description of railway than is being constructed in the North-West by the Company. The finest rails to be found on this continent are those they are now importing. They are the highest class of steel rails; and my hon. friend and predecessor, will perhaps be surprised to learn that they use a better fish-plate than that on the Intercolonial Railway, or the Canadian Pacific Railway as carried on by my hon. friend and after him by me until this change took place. The adoption of a fish-plate in the form of a knee—giving much greater strength than the excellent pattern we used, shows they are determined to economize in the operation of the road by the construction of the very best description of road possible. Instead of laying out a road upon the prairie with merely a sufficient amount of ballast to enable it to be operated—as I contemplated at the time I found so much difficulty, owing to the want of support of hon. gentleman opposite, in carrying on the Canadian Pacific Railway as a Government

undertaking—a raised road, so far as snow, water and all those difficulties are concerned, is being constructed not only on the trunk, but on all branch lines. The result of this to the country will be most important; because we shall have in this country, extending from sea to sea, a class of railway of the very highest character, over which the greatest amount of speed can be obtained, and the largest volume of traffic carried at the cheapest possible rate. In the construction of a national line of railway, the House will see of what vital importance it is to Canada, in view of the competition with those great national projects to the south of us, the Northern Pacific, the Union and Central Pacific Railways, that to secure the traffic through Canadian channels, the Company should have adopted a much higher class of railway than they were compelled, under their contract, to construct. I mention that because the late Minister of the Interior labored under the somewhat strange delusion as to the want of care in the construction of the line shown by the Canadian Pacific Railway. Some person had pointed out to him that they were laying rails on the ice. I believe something of that kind did take place. I am afraid it took place in consequence of a portion of the road constructed by the Government between Winnipeg and Stonewall, being overflowed by water, and instead of taking up the track it was more convenient to lay it over the ice, and I dare say some sidings in connection with the traffic required to be for the time to be laid on the ice. I can only say that having travelled over 130 miles of the road, from Winnipeg to Brandon, in company with Mr. Schreiber, the Government Engineer, and after a most careful examination of the mode in which the Company constructed the road, I was delighted with it. They were making every mile of the road, whether main lines or branches, the finest description of road. Of course, it involved in constructing a road on the prairie no such expense to make a first class road as in the rougher portions of the country. I may now, by referring to the line through its entire extent for a single moment, draw the attention of the hon. gentleman to the position we will occupy when the railway is completed.

Mr. MACKENZIE. Before the hon. gentleman proceeds, I would like him to state one thing he has omitted, namely, the amount expended by the Government on the first 169 miles west, and the condition of that flat country.

Sir CHARLES TUPPER. I may say that I have not mentioned that to the House, because I have already laid on

the Table of the House a full statement of all expenditure made by the Government, about \$700,000, and the statement of the payment of that claim by the Company to the Government. It would have been embraced here but for the fact that it had been dealt with in a specific return, and I will be very glad to supplement that return if the hon. gentleman finds any point in it in which there is not the fullest information.

Mr. MACKENZIE. I have not seen it.

Sir CHARLES TUPPER. I may say that I am not particularly proud of that portion of the work which was carried on under my charge, and throw the blame a good deal on hon. gentleman opposite—

Mr. MACKENZIE. Of course.

Sir CHARLES TUPPER. Who were very stringent in the means that were placed at my service for the construction of any portion of the Canadian Pacific Railway, and I was compelled, under the difficulties of the position, to fall back upon adopting through the prairie, another class of road; and I am afraid that the contrast between the operations of the Company and my own, in regard to the construction of the railway through the prairie section, is one certainly that I do not consider particularly flattering to myself, so that the hon. gentleman will excuse me if I do not dilate quite as fully upon that branch of the subject as I might otherwise have been tempted to do. Now, I may say that, assuming that seventy-nine miles is to be saved—and Major Rogers seems to be very sanguine that he will obtain a saving of seventy-nine miles—if it be not saved of course these figures will have to be changed—but I assume that it will be saved, and we shall then stand in this position: That from Montreal to Port Moody by the Canadian Pacific Railway the distance will be 2,850 miles; from New York to Port Moody, *via* the Canadian Pacific Railway and Montreal, the distance will be only 3,260 miles; from New York to Port Moody, by the Canadian Pacific Railway and Brockville, the shortest means by which they can reach the point, the distance will be 3,140 miles. Now, Sir, from New York to San Francisco which is some 500 or 600 miles further to the south than Victoria, *via* the Central and Union Pacific Railways, and the shortest connecting lines in the United States, the distance will be 3,330 miles, whereas from Montreal to Port Moody it is only 2,850, and from New York to Port Moody by our road is a shorter distance than it is from New York to San Francisco, showing that for all through traffic we ought to be able, with our shorter distances, with our better line, with our better grades and curves, and

with the advantage of having a road not burdened with the enormous bonded debt that the Central and Union Pacific roads are charged with, we ought to be able to compete over the Canadian Pacific Railway, with fast steamers connecting San Francisco and Victoria, for a considerable portion of the trade, even between San Francisco and certain portions of the western States. That may be thought to be a very extravagant idea, but I believe that with the advantages we enjoy and with the character of the road being constructed, we may not only hope to hold all the traffic of our own country over our own lines, but we may be able to enter upon a sharp and successful competition with either the Northern Pacific Railway or the Central and Union Pacific Railways for the traffic between different sections of the great Republic itself. From Liverpool to Montreal the distance is 2,715 miles, from Liverpool to New York, 3,040 miles, from Liverpool to Port Moody *via* Montreal and the Canadian Pacific Railway, the distance is 6,063 miles; from Liverpool to San Francisco *via* the shortest route that can be obtained in the United States, the distance is 6,830 miles; from Liverpool to Yokohama in Japan, *via* Montreal on the Canadian Pacific Railway, 10,963 miles; from Liverpool to Yokohama *via* New York and San Francisco, 12,038 miles; so that we shall have over the Canadian Pacific Railway the distance from Liverpool to Port Moody *via* Montreal 767 miles shorter than *via* New York and San Francisco, showing that so far as through traffic is concerned, it will be utterly impossible for any route on this continent to begin to compete with the Canadian Pacific Railway. Then, Sir, from Liverpool to Yokohama, *via* the Canadian Pacific Railway, the distance is no less than 1,070 miles shorter than *via* New York and San Francisco, showing that not only in reaching the Pacific Coast, but in reaching Asia, and for through traffic, we shall necessarily make our road the highway between Europe and the East. Then, Sir, looking at it in another bearing which comes a little closer home, the figures will be regarded with very great favor by the House. From Liverpool to Halifax the distance is 2,410 miles, from Halifax to Quebec 680 miles, from Quebec to Montreal 176 miles, from Montreal to Port Moody 2,850 miles, or 3,706 miles from sea to sea. From Halifax to Port Moody the distance is 3,706 miles, from Liverpool *via* Halifax to Port Moody 6,186 miles. From Liverpool to New York the distance is 3,040 miles, from New York to San Francisco 3,790 miles, making 6,830 miles.

Mr. MACKENZIE. In the distance from Montreal to

Liverpool does the hon. gentleman calculate by the Straits of Belle Isle or by Cape Race?

Sir CHARLES TUPPER. I think I am taking it by the shortest line I can get; but I think that in taking the distance from Liverpool to Halifax it is not usual to go by the Straits of Belle Isle.

Mr. MACKENZIE. No; but the previous figures referred to the distance from Montreal by sea, 6,063 miles.

Sir CHARLES TUPPER. From Liverpool to Montreal, 2,093 miles, I presume would pass by the Straits of Belle Isle. From Liverpool to New York and San Francisco, the distance is 6,830 miles, or 644 miles from Liverpool to San Francisco *via* New York more than it is from Liverpool to Port Moody *via* Halifax, giving another evidence why, in our great national line of railway which we have now provided from sea to sea, we shall not only have a great through line of a most inviting character from one ocean to the other in our country, but we will have a line from Liverpool to Port Moody on the Pacific 644 miles nearer than by the shortest lines that can be obtained by going to New York and thence to San Francisco. Now, Sir, I am quite certain that this statement is one that will be regarded with great satisfaction by the House; and that the Government who assumed the great responsibility a year ago of submitting this contract with the Canadian Pacific Railway for the consideration of Parliament, have great reason to be satisfied, that, after a year's experience, the only change they are obliged to ask Parliament for, is one to authorize a change in the location from Yellow Head Pass to one that will shorten the Canadian Pacific Railway by seventy-nine miles, if it should be found to be practicable.

Mr. MACKENZIE. Will the hon. gentleman supplement his remarks as to distances to this extent—if he is so prepared. Assuming that Kicking Horse Pass is not found practicable, he proposes, as I understand it, that the main line shall be diverted north to the Yellow Head Pass from the upper end of the Qu'Appelle Valley, can he give the distance in that case to the Yellow Head Pass.

Sir CHARLES TUPPER. I may say, Mr. Speaker, I am glad that the hon. gentleman has asked me that question, because it is a very important one; and one to which I have directed my attention. From Moose Jaw Creek, the westernmost point to which we have authorized the location of the Canadian Pacific Railway *via* the Yellow Head Pass, will not as I believe, increase the length of the Canadian Pacific Railway over what was contemplated, when we had this subject

before the House a year ago; and when we anticipated the adoption of a more northerly course from Winnipeg than has since been taken. The country through which the road passes is better than would have been traversed by the other route. The grades and curves—but I need not speak of the curves, as they do not affect the question—the grades are less severe than those we would have been compelled to adopt on the line contemplated a year ago, and the change will not materially lengthen the line, if at all, if we have to fall back on the Yellow Head Pass, while seventy-nine miles will be saved by obtaining access through the Kicking Horse Pass. Now, Sir, I may say it is a source of no little satisfaction to me to be able to make so gratifying a statement as I have presented to the House with relation to this matter. After we have had the opportunity of looking at this question—not in the light of an abstract question, in which we were to some extent compelled to view it a year ago, but in the light of a year's experience—I have shown the House the enormously rapid advance which has been made in the construction of this great national work, for it is a great national work, whether it be in the hands of the Government of the day or in the hands of a Company subsidized—largely subsidized, hon. gentlemen opposite will say—by the Government of the day, or by Parliament: And I say it is extremely gratifying to find that the most sanguine predictions which any hon. gentlemen on this side of the House made, as to the progress of this great work, have been more than realized by the vigor which has been exerted on it by the gentlemen who are engaged in it. And perhaps, Sir, after this year's experience, which we are able to look back upon, it may not be unadvisable before I sit down for me to notice how far the fears, that were entertained by hon. gentlemen opposite a year ago, have been proved to be well founded, or unfounded, when submitted to this crucial test. Sir, I now think we have the data for expressing an opinion, and a very sound opinion, on a great many points, which troubled hon. gentlemen opposite when Parliament was called upon to ratify this contract. During last Session, I have taken up, Sir, a volume—I was going to say, of forgotten lore. I have taken up, Sir, the expansion on the Journals of the views of hon. gentlemen opposite during last Session, but it has ceased to be regarded—in the excitement that the country has felt, and in the interest that all the country has manifested, in the wonderful progress of this work, and in the remarkable development of the country under the operation of this progress—with any attention; and that what

seemed so fresh and full of life and vitality a year ago has actually become forgotten lore. Why, Sir, I forget whether twenty or thirty amendments were drafted by the hon. gentleman (Mr. Blake). He will not say to me that he did not draft all these amendments. The hon. gentleman will not say that in the discharge of his duty as the leader of the Opposition he did not do so. I think that some hon. gentleman referred to an hon. gentleman as having been put up on this side of the House, because an important question was moved by him; but, Sir, I will ask the hon. gentleman if he did not put up twenty members on that side of the House last Session to move resolutions which were all drafted by himself, for the purpose of attracting the attention of the House, and, as was assumed, of reaching the attention of the country; but what is the fact to-day, Sir. From that day to this so occupied and interested has the country become in the rapid progress of this work, and in a rapid expansion of the country under its influence and development, that these resolutions have been utterly forgotten and if any gentlemen was asked on the other side of the House to recite one of them; I am quite certain it would puzzle him as much as it would puzzle some persons to recite the Lord's Prayer, and if some one of these hon. gentlemen was called upon for instance,—I would not be a bit surprised if I called upon the member for North Elgin to do so, if he commenced the recital by saying "Now I lay me down to sleep." Certainly these resolutions have all been laid down to sleep; and after having slept, they are now in a perfectly lethargic position,—consequently if I now stir them up a little, I am sure that the hon. gentlemen who spent so much time and ingenuity, will not blame me if I refer to them; and I may say that the manner in which some of these resolutions were drafted, reflects a great deal of credit on the hon. gentleman's head, whatever may be said of his heart. Well, Sir, what is the first resolution with which I think the hon. member for Westmoreland was entrusted. It was that the said resolution be not now read a second time, but that it be resolved, that in the opinion of this House tenders should be invited for the construction and operation of the Canadian Pacific Railway before Parliament is asked to ratify any contract for the same. Well, Sir, if ever a resolution which an hon. gentleman proposed in the presence of this House, exposed him to the imputation of being a Rip Van Winkle, and a man who had slept for years and did not know what was going on, certainly it was the character of this resolution. Did not the hon. gentleman know that tenders had been asked for, and that the Government of

which he was a member sent tenders all over England and the United States and Canada, for months, inviting competition for this work? Did he not know that these tenders declared that the Government, of which he was a member, was prepared to give 54,000,000 acres of land and \$27,000,000, and 20 per cent. on an unknown sum, which tenderers were invited to state.

Sir ALBERT J. SMITH. The time for receiving them had expired.

Sir CHARLES TUPPER. Oh! the hon. gentleman says, the time for receiving tenders had expired. But why had it had expired. Why, Sir, it expired only because there was no person to be found in Canada, or out of it, who would look at their proposition to construct the Canadian Pacific Railway for 54,000,000 acres of land and \$27,000,000, and an unknown sum, which tenderers were asked to fix for themselves over and above the maximum price. This was the offer of the hon. gentleman and of the Government of which he was a member. The hon. gentleman knows that the Canadian Pacific Railway was as dead as Julius Cæsar at that time. The hon. gentleman knows that the people had ceased to talk about the Canadian Pacific Railway as a thing in which to invest any money, and for very good reasons, as I shall presently show. The hon. gentleman is aware that after giving it the widest publicity, we were able to make a contract for \$78,000,000—valuing the land at \$1 per acre—while they had offered \$31,000,000, calling the land \$1 per acre, and they could not get a bid from any part of the world where they had sent their applications. Under these circumstances, I think it was hardly in place for the hon. gentleman to take the exception that tenders were not invited, for the hon. gentleman himself had been inviting tenders for months with the effect which I have named. The hon. member for Iberville (Mr. Béchard) also wished to explain his views, and the views of the hon. gentleman who drafted the resolution and placed it in his hands—I mean the leader of the Opposition. I do not mean to say that the hon. gentleman was not quite in his right, or was not discharging his duty, in drafting the resolution, or that it was the slightest reflection upon the members of that side of the House to accept the resolution or the services of their leader in preparing it. There was nothing extraordinary in that, but it reminded me of a story I once heard of a Presbyterian Church in which one or two influential parties were becoming rather restive. They talked about going over to the secession or leaving the church with which they were

connected. A consultation was held with the venerable pastor of the church, and the question was taken up as to how to secure these people who were becoming dissatisfied? His solution of the difficulty was expressed in these words: "Make deacons of them." So, Sir, when we found the hon. gentleman putting separate resolutions on this question into the hands of various members of the patriotic band who sit behind him, I concluded that he was making deacons of some of these gentlemen, feeling it necessary to put them on record as being bound by the resolution for fear they should become restive. In the resolution moved by the hon. member for Iberville (Mr. Béchard), I find it stated:—

"That the arrangements for the construction of the Canadian Pacific Railway should be such as the resources of the country would permit, without increasing the former rates of taxation, and that the work, if to be constructed by a Company, should be let only after tenders had been obtained therefor, and should be subjected to purchase by the Government at 10 per cent. over cost."

Now, Sir, I have a curious commentary to make on that resolution. There is a resolution drafted by the right hand of the leader of the Opposition, to which the leader of the Opposition pledged himself by voting for it—as is shown by his name standing recorded for it on the journals of Parliament—that he believed it to be true. If the hon. gentleman believed that the policy of all parties had been, as stated, in the resolution, then the hon. gentleman's memory was sadly at fault. I do not now know whether he was a member of the Government at the time the Order in Council was drawn up which was approved by His Excellency on the 8th of July, 1874, but if he was not, he had ceased to be a member but for a very short time, and at all events he was a member when the Tariff was passed to which the Order in Council makes reference.

Mr. BLAKE. No, I was not at either date.

Sir CHARLES TUPPER. Still I am afraid the hon. gentleman will have to get the hon. member for Iberville (Mr. Béchard) and every man who voted for that resolution to withdraw it, or else he will be in the position of charging his colleagues whom he had but lately left, of going in the face of their own document, the Order in Council of the 8th of July, 1874. I will read what was stated there, and you will remember that they were drawing up an Order in Council which was to be sent to the Imperial Government, that they were solemnly declaring the policy of their Government. And here are the remarkable words they use:

"In order to enable the Government to carry out the proposals which it was hoped the British Columbia Government would have accepted, the average rate of taxation was raised at the late Session about 15 per cent.

The Customs duties being raised from 15 per cent. to 17½ per cent., and the Excise duties on spirits and tobaccos a corresponding rate, both involved an additional taxation exceeding \$3,000,000 on the taxation of the year."

Yet, Sir, the hon. gentleman and his colleagues having put their names to this solemn declaration that the Government of the day, that the Government of which he had so lately ceased to be a member, while he was a member of it, had come to Parliament.

Mr. BLAKE. No, no.

Sir CHARLES TUPPER. Was not this increase passed by the hon. gentleman while he was in the Government?

Mr. BLAKE. No.

Sir CHARLES TUPPER. Well, he must have favored them with the light of his countenance but for a very short time, for this increase referred to was in the first Budget Speech brought down by the Government. It would be like fixing an *ignis fatuus* to fix the hon. gentleman's movements in the Government and out of it; but I must be excused for supposing that he had not abandoned them quite so soon after having lent them the weight of his name to get into office. But it matters not whether he was a member of the Government or not. There is the solemn declaration to this House and to this country, as well as to the Mother Country and to the Imperial Parliament, that instead of their holding to the policy that the rate of taxation should not be increased, they had declared that they themselves had increased it to a rate which gave them over \$3,000,000 in a year for the express purpose of constructing the Canadian Pacific Railway. I think if the hon. member for Iberville (Mr. Béchar), who is usually so frank and candid in his statements, if his attention had been called to this Order in Council—would have hesitated a good deal before saying that the policy of all parties was that there should be no increase in the rate of taxation. Now I may pass on—

Mr. RYMAL. No; take them all.

Sir CHARLES TUPPER. I think I can find enough in them to afford plenty of amusement to the hon. member for Wentworth (Mr. Rymal), and I can see he is very much amused already, by the broad smile which illuminates his countenance at this moment. The hon. member for Iberville closed his resolution with a remarkable declaration, to which I now invite his attention:

"That that contract respecting the Canadian Pacific Railway, laid on the Table, involves violation in the above and other particulars of the settled policy in reference to the Canadian Pacific Railway, and should not be ratified till after the people have had the opportunity of expressing their opinion through the medium of a General Election."

Well, Sir, a year has gone over since all these doleful predictions as to the effect the construction of the Canadian Pacific Railway would have upon the country, and the people are a great deal better qualified to pass upon that great question, that greatest of all questions which have been submitted for the consideration of this Parliament, the National Policy excepted, than they were a year ago. They have not only the statements, the opinions, the views of hon. gentlemen on both sides of this House, but they have the best light with which to examine the question, and that is the light of practical experience. And yet Sir, these hon. gentlemen, who felt very anxious a year ago to go to the country, now that the country has seen what has been accomplished in a year under the operation of this contract, do not seem so anxious to talk about a General Election—do not seem to relish a General Election with quite so much fervor as they did a year ago.

Sir ALBERT J. SMITH. How are they on your side ?

Sir CHARLES TUPPER. I thank the hon. gentlemen ; there is not a man on this side of the House who does not know that we are entitled to receive, and believes that we shall receive, the approval of an overwhelming majority of the people of this country from end to end. That is what they feel, and the hon. gentlemen knows it right well. Well, Sir, as I said, the great organ of their party, after howling at us because we would not give the people an opportunity of expressing their opinion at the polls, after the people have had a year's experience by which to judge of this work, now says that we are attempting to put a great surprise on the people, that the taking of the opinion of the people is the very last thing that a respectable Government would think of doing. I give that to the hon. gentlemen as a corollary to what hon. gentlemen said a year ago ; and I say that I for one would be only too proud of having the opportunity to show to this country how this Government dealt with this great question. Now, I come to the next motion, from which I excuse the leader of the Opposition, because it is a financial one, and I suppose I must give to the late Finance Minister the credit of having drafted this resolution for himself. In fact, there is a recklessness about it that indicates that its paternity was not far from the mover. I will read it to the House :

“ That the contract respecting the Canadian Pacific Railway involves a total expenditure by the country in connexion with that work about \$60,000,000, exclusive of interest, and the cession of 25,000,000 of acres of choice lands, worth at the estimate of the Government last year at least \$79,000,000, making a total consideration of about \$140,000,000, while the railroad itself is estimated by the Government to cost not more than \$81,000,000, and that the consideration proposed to be given is excessive.”

Well, Sir, suppose it did cost a good deal, suppose there was any foundation for the statement that it would cost \$140,000,000 to the country to secure the construction of the Canadian Pacific Railway, whom have we to thank for it? Who are the men responsible for having spent five years in exaggerating the cost of the Canadian Pacific Railway, and in questioning its usefulness after it was constructed? Does the hon. gentleman forget that in the first Budget Speech he made, he himself said that to construct it in ten years—though this Company is going to construct it in less—would cost from \$150,000,000 to \$160,000,000 in cash? Does the hon. gentleman forget that if any man in Canada, or out of it, is responsible above all others for the difficulty of securing the construction by his own of the Canadian Pacific Railway, it was the wild, hap-hazard, reckless assertions which the hon. gentleman himself made when he was occupying the position of Finance Minister of this country; Why, Sir, no man can read the speech the hon. gentleman made without coming to the conclusion that, to construct the Canadian Pacific Railway, would be to irretrievably ruin the financial credit of the country and destroy the prosperity of the Dominion of Canada for many long years to come. And when the hon. gentleman came to consider the question of operating the road after it was constructed, his utterances were still more appalling, because, although he considered that the country would be involved in financial ruin by the amount of money that would be required to secure its construction, that was trifling compared with the frightful bugbear which the hon. gentleman conjured up as to the enormous burden of taxation under which the people of this country must groan to the end of time for the purpose of operating the road. Why, Sir, what did he do? That contract proposed to pay \$28,000,000 for the construction of those portions which the Government were engaged in constructing, and which were to be handed over to the Company; it also provided that we should pay \$25,000,000 more, in all \$53,000,000, and 25,000,000 acres of land to secure the construction of this work, which the hon. Minister of Public Works, then at the head of the Government, and the hon. leader of the Opposition themselves concurred in, declaring at the lowest estimate must cost \$121,000,000 in cash. Well, Sir, let the hon. gentleman consider the proposal that he himself was party to, and that was to give 54,000,000 acres of land. Let him multiply the 29,000,000 acres of land, which is the excess proposed to be granted by them over what we propose to grant, by the price he estimates, and he will find that \$37,000,000 would be saved to the country in the

land grant alone under this contract. And when it is remembered that in addition to that, he was prepared to give \$27,000,000 of money, it only excites surprise that any hon. gentleman, standing in the position in which he stood, and knowing as he did the gigantic character of this work, the difficulties in the way of its construction and operation, should have ventured to put on the journals of Parliament such a resolution as this. How can the hon. gentleman be surprised that all the series of resolutions and amendments which hon. gentlemen expanded on the journals, have become forgotten lore? Why, Sir, I ventured to say a year ago, when we were discussing this question here, that when the time came to go to the people in a General Election, hon. gentlemen opposite would be only too glad to forget that they had ever attacked that contract. And, Sir, I believe now that the last thing any hon. gentleman on the other side of the House, on going to his constituent throughout the wide realm of the Dominion, would think of would be to read one of these resolutions that they considered so important when they moved them a year ago. Why? Because the light of one year's experience has revealed so much information with regard to this question as to warrant me in saying that if they are not ashamed, they ought to be, at the unsound principles to which they formerly committed themselves. I do not, of course, mean ashamed in any other than a political sense. I now come to the resolution moved by the hon. member for Sunbury, setting forth that at present the construction of the Canadian Pacific Railway is premature.

An hon. MEMBER. No.

Sir CHARLES TUPPER. The resolution reads thus:—

“That the resolution be not now read a second time, but that it be resolved, that at present the construction of the Canadian Pacific Railway in British Columbia is premature, and which involves the country in an expense beyond its reasonable capacity, and would lead to the maintenance of too high a rate of taxation, while the postponement of that part of the undertaking till after the prairie section is finished, would enable it to be constructed at a much less cost and within a reasonable time.”

What does the hon. gentleman say in the light of a year's experience of his epithet premature? What does he say when he finds not only what has been accomplished under the contract, but that Canada is moving ahead with such giant strides towards national life, as we have witnessed within the last twelve months? The hon. gentleman would require to be blind and deaf to shut out from his intelligence the knowledge and information now attainable, and the fact that everywhere, right and left all over this country, the influence of the Government, having grappled with this

great work and determined to open up that magnificent country to the industrious thousands and tens of thousands outside, has, with the rapidity that nothing else could achieve, given to the position and character of Canada in reference to this great national work an impetus that could not have been anticipated one year ago. Look at the fact of 21,000 immigrants going into Manitoba since the 1st of January last, and tell us what that means?

An hon. MEMBER. Where from?

Sir CHARLES TUPPER. I have already told the hon. gentleman that it matters little where they come from if they go into that country and develop it, and furnish the means of inviting industrious immigrants from other lands, by showing that in that country they can use their labor and capital in a manner more beneficial to themselves and families than in any other part of the world. The very fact that in Nova Scotia, New Brunswick, Quebec, and Ontario, at this moment all alive with industries, rapidly advancing in every possible way—where a condition of prosperity exists, affording bread to every man in the country—at a time when all the Provinces, Prince Edward Island included—I say the very fact that we have opened up a region of such unbounded extent and resources as to tempt people to leave their happy, prosperous homes in these older sections of the country—affords abundant evidence that the interests of Canada were never more thoroughly considered than when measures were taken to open up our magnificent North-West to the industry and energies of all outsiders. Well, what does this mean, so far as our natural wealth is concerned? If the hon. gentleman will turn to the report of the hon. the Minister of Agriculture, that the 28,000 immigrants brought between \$3,000,000 and \$4,000,000 of hard cash into the North-West during the past year, and adding the value of their effects, we have a total of over \$4,000,000—an important addition to the wealth and capital of the country. With such facts, can any one venture to say that, grappling with this great work, as a whole, and dealing with it so as to show the world that we intend to have a great trans-continental line, stretching from sea to sea, from Halifax on the Atlantic to Port Moody on the Pacific, that that policy is not calculated to attract attention to the country and to stimulate its progress, and to benefit the country as the expenditure of the same amount of capital in no other direction could do? Suppose the hon. gentleman had been told that no sooner would this contract be entered upon, no sooner would the attention of settlers be drawn to the greatness

and fertility of this great North-West, that in a short year applications would be made by colonization companies for no less than 23,000,000 acres of land, what would he have said? He then thought it premature, or beyond the resources of the country, to enter upon this work, but he was not so considerate when asked to vote \$3,000,000 of additional taxes in 1874, by hon. gentlemen opposite, for the construction of the Canadian Pacific Railway. In 1881, however, he was unwilling that 25,000,000 acres should be given to the Canadian Pacific Railway for grappling with this great undertaking. If the hon. gentleman had been told that those 25,000,000 acres were wanted by colonization companies within one year, would he have said it was premature to undertake this great work? I have mentioned the \$4,000,000 in cash and settlers' effects brought into the country by those 28,000 immigrants. What does this mean as a source of revenue to the country, when we remember how valuable every inhabitant added to the country is as a source of revenue? I believe the returns of the Customs' revenue, at Winnipeg, between the 1st of July, 1880, and the 1st of March, 1881 inclusive, show a total of \$196,453.58.

Mr. MACKENZIE. This is for 1880 and 1881.

Sir CHARLES TUPPER. Yes; and this was obtained under the policy of the present Government. In relation to Winnipeg, hon. gentlemen opposite know that when we came into power Winnipeg was dead—that the policy of the late Government struck a fatal blow at Winnipeg. It had decided to carry the Canadian Pacific Railway from Selkirk, away twenty miles from Winnipeg, across through the narrows of Lake Manitoba, and with what result? From that hour until we came into power and changed that policy, Winnipeg was dead. Hon. gentlemen know that there was no enterprise—that everything was in a state of despondency; any person could then have gone into that town and purchased for \$1,000 property which he could not get to-day for \$100,000. That was the condition of things. The hon. member for Westmoreland thinks that an extravagant statement; but I tell him that it has been proved over and over again that a property which would not have realized \$1,000 before that policy was adopted, has within a year after its adoption realized \$100,000, and instead of using terms which are extravagant, I am greatly within the mark when I make that statement. If the hon. gentleman had been told that this policy would have had the effect of giving \$582,743 into the Customs Department alone, for the same period to 1st March, 1882, he would have hesitated a great while before using that word "premature," before he would ask this House to declare

that the construction of the Canadian Pacific Railway was premature. Suppose the hon. gentleman had known that the construction of the Canadian Pacific Railway was going to lead to a degree of attention on the part of Great Britain and the United States with reference to Canada, that is of incalculable money value to this country, he would have hesitated before taking that position. Why, what was the value of the North-West to Canada, or the Crown, or anybody a few years ago? The most marvellous thing in history is the fact that the Hudson's Bay Company, employing as they were obliged to employ, hundreds of intelligent, enterprising men, were able to hide half this continent from the knowledge of the world for half a century. All that is changed now. What was the value, of the North-West, when in Great Britain it was regarded as a frozen wilderness, destitute of vitality or the means of sustaining a population. It was as rich and as valuable then, in natural resources, as it is to-day, but it had no appreciable value except as a hunting ground and a country for the raising of fur. But all that is changed, and I ask hon. gentleman to look at its condition under the influences that have been brought to bear on its development, under the attention that has been directed to it by this great national work. I say that instead of its being premature, the wisest and most judicious step ever taken by a Government in this country was that taken by this Government when they not only grappled with the work of building the Canadian Pacific Railway, but succeeded in placing it in the hands of a Company possessed of unbounded resources and of great enterprise and ability. The hon. gentleman knows the tone in which Canada used to be spoken of a few years ago in the press of England. He knows how successful the ex-Finance Minister was in impregnating the English mind with his peculiar ideas with reference to the Canadian Pacific Railway, as to its hopeless character. But all that is changed. Let me read from an article in the London *Morning Post*—one of the great organs of public opinion in England—published the other day. I will not read the whole article, but only some of the references in it to the visit of His Excellency the Governor General had made through the North-West, and I will say here that I believe that as Lord Dufferin's visit was attended with advantage to this country, it is impossible to overrate the value to Canada of the wide notoriety that the resources and fertility of the North-West have obtained through the able zealous advocacy of the present Governor General. In reviewing some of his speeches, the *Post* says :

"First, from a simple point of view, it is of great importance that the political future of British North America shall be assured, and there is no more certain method of affecting this than by settling the immense tract of country between Fort Garry and the Rocky Mountains, and building a trans-continental highway through British soil. The next phase of the matter presented to us is the Great North-West, which appears as an inexhaustible wheat granary for our own countless consumers on this side of the Atlantic. The last, but not the least, ground for congratulation, if all that is said of it be true, is the conviction that within little more than a fortnight of London there is an unlimited field for the profitable employment of British capital and of British thews and sinews. The Monroe doctrine fades into mist before the fact that the acreage of British America is greater than that of the United States. Even the mist vanishes as the boundless undulating prairies of the North West, embracing between two or three millions of square miles, furnish employment to countless ploughs and reaping machines, or become the home of vast herds of cattle, claiming for their progenitors high-priced sires from Hereford or Kirklevington. There seems to be abundant testimony to the quality of the cereals raised in Manitoba and the Valley of the Saskatchewan. Scotch and English farmers have been there, and have returned much impressed with what they saw. Thirty bushels an acre, with no need of manuring for many years to come, seems to be a pretty general average. As regards emigration, it cannot be doubted that if the right man goes there he will make his way, whether as owner or workman, in a manner at present denied to agriculturists in these islands. He will be under the British flag, in a country where his own native tongue is spoken, and where his sons may come to be legislators for the benefit of a generation which will see a mighty British American Empire established between the old Maritime Provinces and Vancouver Island, a chief factor in the magnificent result being the Canadian Pacific Railway."

I ask the hon. gentleman to tell me the money value of such an article as that. Look at these great steamers that are now crossing the Atlantic to this country, crowded with people, full of high hope and expectation, carrying their industry into the North-West, where they will become energetic sons of the soil of Canada. It is statements such as these which have entirely changed the current of public sentiment on the other side of the Atlantic with reference to this country. Then, what do we find across the border? Let us go down among our neighbors in the United States. I read an extract here from the late Governor Seymour's speech bearing testimony to the inexhaustible fertility of the North-West. Let me now give a short extract from a speech delivered in the United States Senate on January 10th, 1832:

"The report of the Canadian Commissioner of Agriculture shows that they have in the Canadian North-West over two hundred million acres of wheat-producing country; the reports of the individual farmers show that their yield of wheat varies from twenty-five to fifty bushels per acre, weighing from sixty to sixty-six pounds to the bushel. Their great Pacific Railroad will be soon completed, and the trade of China, Japan, Australia and the Indies will pass over it. It is nearly completed to Lake Superior now; thence the products of that country pass through the same chain of Lakes as ours has to traverse, and Fort William is as near Buffalo as Chicago is. Their now enlarged Welland Canal overcomes the obstruction of Niagara, and their line is shorter by rail through Montreal to Liverpool by over six hundred miles than any route we can take to get the wheat of Dakota through New York to England."

I ask the hon. gentleman whether a measure calculated to attract such attention on the part of the United States and of Europe to the Dominion, does not lead him to doubt the soundness of his opinions when he undertook to say that it was premature to engage in the construction, on the favorable terms we were able to obtain, of the Canadian Pacific Railway. The *Chicago Tribune*, referring to the same subject on September 12, 1881, says:

"The wheat crops of Manitoba and the boundless empire which stretches far away to the north-west of Winnipeg, must be the test which intending immigrants will apply to the country. Reports for the past four years from nearly 150 different localities, show the following averages of wheat productions: 1877, 26½ bushels; 1878, 26½; 1879, 26½; 1880, 29½, and 1881, 30 bushels. The imagination stands appalled in its endeavor to contemplate the inconceivable possibilities of this country.

Reports from nearly 100 different localities for 1877, 1880 inclusive, show that the average yield of potatoes has been 204, 393, 302 and 318 bushels per acre, respectively; peas, 32, 34, 32½ and 38½ bushels per acre. But this is accounted for by the fact that the soil is so rich that vines grow too rank. Barley for the same years, 40½, 36, 67½ and 41 bushels per acre; oats, 59½, 58 and 57½ bushels per acre."

I give this to the House as the evidence of what in one short year has been accomplished in relation to the attention attracted to our country abroad, and the result of it he finds in the tens of thousands of immigrants—I suppose little short at this moment of 30,000—since the 1st of January that are pushing across the border to enjoy the blessings and advantages, and engage in the development of our country that has been opened to their view. I give this to the hon. gentleman as the evidence of the un-wisdom of the declaration that the time was premature when we could depend upon the contributions to the revenue of this country that must come from its rapid development and from the industry and capital that are being poured into that Great North-West. Turn to any evidence you please, take any means of forming a judgment you please, and you find that not only at this moment is there no place on this continent that can compare for a single moment with the rapidity of the progress in our Great North-West, but that the great western States that have had such great advantages in the body of emigrants that have been drawn into their country, have failed in their efforts to accomplish such results as I have shown the hon. gentleman is exhibited in relation to our own country.

It being Six o'clock the Speaker left the Chair.

After Recess.

Sir CHARLES TUPPER. When the House rose I was endeavoring to convince my hon. friend from Sunbury

That we were not premature in taking up and grappling with the question of the immediate construction of the whole Canadian Pacific Railway, and I endeavored to disabuse that hon. gentleman's mind of the fears he entertained when moving that resolution, by referring to the very great progress and growth of the country that had taken place in the meantime. I drew his attention to the fact that the application for land at the present moment, by the colonization companies alone, has reached the amount of 23,855,680 acres, and by the end of this week we will undoubtedly have applications for a sufficient quantity of land which, if entertained, would recoup to the Treasury the entire amount that we are called upon to pay the Canadian Pacific Railway Company in money. I may say that these land and colonization companies, these parties who are made use of by the Government to bring immigration into the country have their lands on the terms that they pay \$2 per acre for the odd-numbered sections, under No. 1 of the Dominion Land Regulations of the 23rd of December. The even-numbered sections throughout the district applied for by these colonization land companies are obtained for free settlement and homesteads, and the companies are obliged, under their engagement, to put two settlers instead of one upon every section so obtained, and when two settlers are placed upon each section within five years to the extent that the land that has been sold to them at \$2 an acre, they receive a rebate of \$1 per acre, and they receive a rebate of \$160 for every settler placed upon the homestead and the pre-emption section. The terms are one-fifth cash, and one-fifth annually for four years, so that the hon. gentleman will see that in a comparatively short period, we have received applications enough from colonization companies alone, which, if entertained, would refund all the money to the Treasury that we are called upon to pay, thus removing altogether the doubt the hon. gentleman had that we were engaging in something beyond our reasonable capacity, and which would involve a high rate of taxation. Now, I may say that down to the 31st October, 1871, 2,258,163 acres have been allotted in free homesteads, and applications have been made for pre-emption for 1,270,751 acres. In addition to that 1,400,000 acres have been allotted for half-breed children; there are sales to the extent of 1,277,680 acres; and there is a settlement belt of 320,000 acres, or 6,526,574 acres, and that is without reference to this 23,000,000 acres already applied for by colonization companies. Now the hon. gentleman will see that under the policy of the late Government that land which is now being applied for by colonization companies, and upon which, in order to get lands at the rate of \$1 per acre they are obliged

to put two settlers upon every section, would all have gone to the railway companies without any payment whatever, or any return whatever to the Treasury so far as the lands are concerned; because the then Minister of the Interior proposed to give ten, twelve or twenty sections according to the locality for every mile of railway constructed as an inducement to parties to construct the railway. Now, Sir, I may say, while touching upon that subject, that this is independent of the amount of lands that are applied for by various railway companies, and some of whom have received pledges from the Government to receive lands for the construction of railways by private enterprise. The South-Western Railway has already constructed fifty miles; the Westbourn and North-Western Railway has constructed some thirty or forty miles, or has it ready for the rails and part of the rails laid; the South Saskatchewan Railway Company propose to construct a line in another direction; the Souris and Rocky Mountains Company in another direction, and they have all received pledges for lands to a greater or less extent, in most instances 3,610 acres of land per mile; and instead of obtaining the land, as under the policy of the late Government, for nothing, they pay into the Treasury of Canada \$1 for every acre of that land along the lines of railway they construct or which they receive in connection with the construction of the railways. Then, Sir, I may say that the Canadian Pacific Railway Company have sold lands already to the extent of 433,760 acres, and have agreed to give to colonization companies 1,930,000 acres, or 2,363,760 acres, which are pledged and disposed of practically up to the present time, or for which engagements have been made. The Hudson's Bay Company have also sold farm lands to the extent of some 400,000 acres, so that my hon. friend will see the marvellous progress that has taken place, and the wonderful development, which, under these circumstances, is going on in that country. I may mention, Sir, in connection with the increased trade of the country, which bears immediately on the prosperity and progress of the older Provinces, as well as of the North West, and its influence upon them, that in the year 1878, the amount of goods taken in bond from the older Provinces through into Manitoba, was \$1,374,311, while this amount, Sir, in 1881, rose to \$5,351,665; and I may say, Sir, that, to a very large extent, these are goods manufactured in Canada for the purpose of supplying the North West, thus affording a great increase of business in the older Provinces, and furnishing various home industries with employment. I may say, Sir, that in the short month of February last, the city of Hamil-

ton sent \$103,252 worth of goods into Manitoba; the city of Toronto, \$301,213 worth; the city of London, \$60,000 worth, all in bond, making, in that short month, no less than \$464,965 worth, or nearly \$500,000 worth of goods which went into that country; and for the six months ending December 31, 1881, \$4,875,991 worth of goods were sent into that country. I am quite sure, that this, will settle the question in the mind of every hon. member, who is open to conviction, that we made no mistake, were not premature, and had not over-estimated the ability of the country, and did not involve it in any unnecessary burthen, when we took the step we did it for the development of the North-West. When we came into power at the close of 1878, there was not a mile of railway in operation in Canada west of Lake Superior; and on the 1st day of August next, traffic will pass over 971 miles of railway from Lake Superior and Thunder Bay to Winnipeg, and on the main line and branches of the Canadian Pacific Railway, without reference to the fifty miles constructed by the South-Western and thirty or forty miles built by the Westbourne and North-Western. I am quite sure, Sir, I need not detain the House further than to say that with a surplus of \$1,000,000 during the past year; that with the power to remove the duties from tea and coffee and reduce the duty on tobacco, with the abolition of the Stamp duty and the giving of \$150,000 to the fishermen, and doing all this without, in the least degree, increasing, and instead of increasing greatly reducing the taxes of the people, I think the hon. gentlemen will see we were quite justified in adopting not a bold policy, but the statesmanlike and common-sense policy of grappling with these great questions, and putting the country in the position we have. I think, Sir, I need not detain the House longer in dealing with the motion of my hon. friend from Sunbury, but I am quite certain that hon. gentleman, with the fair-minded candour which I know forms a large part of his nature, will come to the conclusion that he had been premature—and not we—in moving such a resolution. I will now come to the next resolution, moved by my hon. friend from Quebec East, and I think that this hon. gentleman would find, if he were in the House—I am sorry to see he is not here—that he had been a little premature in moving the resolution which he undertook to propose. He moved, Sir:

“ That the contract respecting the Canadian Pacific Railway, provides for the construction of between 600 and 700 miles of railway to the north of Lake Superior between Lake Nipissing and the junction with the road from Thunder Bay, through a difficult and uninhabited country, and at a vast expense, that a mere fraction of the cost of this road would, if applied as a basis of credit, secure the construction of those 33 miles common to the through line and to the Sault Ste. Marie Railway,

and also of the remainder of the line to Sault Ste. Marie within 3 years; that the line by Sault Ste. Marie would give Ontario, Quebec, and the East, railway connection with the North-West of nearly the same length, and of better quality than the proposed North Shore line; that it would also give to Canada a great trade from an enormous area of the western States, extending from the boundary to a point south of St. Paul, and even now inhabited by about 1,200,000 souls; that it would secure a way traffic; that it would thus give within 3 years, and at a fraction of the cost of the other line, greater benefit than can be secured by that line in 10 years, which is the period stipulated for its construction; that it would bring both the western States and the Canadian North-West into connection by rail with the ocean steamers at Montreal and Quebec on a route shorter by about 300 miles, than the existing route to New York; that this advantage, together with the further gain of about 250 miles in the ocean voyage to Liverpool, would give this route a commanding position, and secure great benefit to the country at large; that the construction of the line to the Sault or Goulais Bay would also give a first-class rail and water route *via* Sault Ste. Marie and Thunder Bay, within our own limits, by the shortest possible line for the transport of emigrants, goods and produce; that the construction of the line from Sturgeon River to or beyond Thunder Bay to the north of Lake Superior, is under the circumstances premature, and should not be now undertaken."

Now, Sir, I think that the hon. member for Quebec East, after having heard the statement which I have made—and I take this opportunity of saying, I have laid my hands on the report from the Canadian Pacific Railway Company asking for the change of route and also on the report of the Chief Engineer, on it, and will send it across the House to the leader of the Opposition to complete the papers bearing on that question—will find, no doubt greatly to his satisfaction and greatly to his delight, that everything which he stated in his resolution as desirable to be attained if a different policy from ours was followed, is going to be attained by our policy, and this not only without sacrificing and making subservient and subsidiary a great national line, connected from end to end through our own country, and without making this line dependent during any portion of the year on a foreign country for access from one section to another of Canada, and that everything which he indicated here as so important and so vital to the interests of the country, is all attained under the policy of the present Government, and under this contract. The hon. gentleman will find rapid construction within the three years he indicated, during which it might be accomplished of the road to Sault Ste. Marie, and at the same time that the amount from work done, with the exception of thirty-five miles from the trunk line of the Canadian Pacific Railway to Sault Ste. Marie, will all form a portion of the Canadian Pacific Railway. The hon. gentleman will find that the direct route to the sea-board at Montreal and Quebec, which he so much desired to secure, will be secured, and this too at an earlier period than that at which he could possibly have expected to obtain it. The hon. gentleman will find

that everything that he has stated here in his resolution as so essential in his judgment, and as being so much better than the proposal of the Government, is not only all attained, but is attained without the sacrifice of what he proposed to sacrifice—of a through line through our territory, open at every period of the year, not leaving us dependent for six months of the year on the long, circuitous and expensive route, through the United States of America. The hon. gentleman will also find that under this changed policy we confidently believe that instead of requiring ten years which the contract gave these gentlemen for the construction of a through line of the Canadian Pacific Railway, within five or six years from this time at the furthest this line will be open for the traffic of the country from end to end. As we have disposed so entirely, to the satisfaction of the hon. member for Quebec East of the only objection he had to our policy, as set forth to his resolution, I pass on to the next—the resolution of the late Minister of the Interior (Mr. Mills.) He moved :

‘That the contract for the construction of the Canadian Pacific Railway, while it gives to the Company the absolute and perpetual right to build branch lines of railway from any point or points along their line, to any point or points within the Territories of the Dominion, and cedes to the Company, free, all Government lands required in connection with such branches, provides that for twenty years no line of railway shall be authorized by the Dominion Parliament, or by any new Province, to be constructed south of the Canadian Pacific Railway from any point at or near that railway, except such as shall run south-west, or to the westward of south-west, nor to within fifteen miles of the boundary between the United States and Canada ; the same contract cedes to the Company the only existing outlets to the North-West, namely, the Pembina Branch being the outlet southward, and the Thunder Bay line being the outlet eastward ; the Company embraces the chief proprietors of the St. Paul and Manitoba Railway, the only present means of railway communication with the North-West ; and, thus not only is there no provision for securing competition, but there is provision securing the Company against competition, and they are secured in a monopoly of the trade and traffic of the North-West for at least twenty years, and that the said contract is, in this respect, objectionable.’

Now, Sir, it is rather singular that the hon. gentleman should have taken so much trouble to expand on the Journals of Parliament a contradiction of his own policy. Here was a great Company undertaking to construct a great line of inter-communication through our country, and yet Sir, they were to build those branches right and left, without receiving one farthing of money or one acre of land as a bonus towards their work. Yet the hon. gentleman's policy was to allow any persons who chose to organize a Company to construct lines through the country, and pledged the country to give them ten or twelve, or twenty sections of land per mile without returning a single cent to the Treasury of the country. I think, Sir, he should have been the last

man to censure the Government for permitting lines to be built which were to be built at the sole cost of the Company and not at the cost of the country. The hon. gentleman took great exception to the fact that two of the parties prominently engaged in this Canadian Pacific Railway were connected with the Manitoba, Minneapolis and St. Paul Railway, and he thought that was a very great objection. Why, Sir, let those documents answer this objection. Before the contract was made with this Company we had a great and powerful Company having the only means of access by railway to our own North-West—a company who were directly interested in preventing immigrants who might pass over their road from going out of their territory into ours. But what are the gentlemen connected with this Company doing now. They are scattering thousands of documents and pamphlets throughout the country, not showing a little strip of land at the top of the United States map calling it the Canadian North-West, but we find statements, over the signature of the Managing Director, that the finest land in the world is in the Canadian North-West. It has happened, just as I told Parliament, last year, it would happen. I said that the minor interests would be sunk in the major, and that as these gentlemen would have ten times the interest in the Canadian Pacific Railway that they had in their own road to the south of it, we would expect that all their energies and efforts would be directed, not towards keeping people from going into our country and passing over their lines, but in disseminating such information and adopting such other means as would be necessary to direct the tide of immigration into our own country. These two vigorous and energetic men, Mr. Hill and Mr. Angus, are doing their very best to make public the attractions of the Canadian North-West and induce people to settle in that country. As it appears to have been the case that in the absence of sufficient material to furnish so many resolutions, some points were repeated in different resolutions, I shall not refer to them all, so I shall pass over the resolution of the late hon. Minister of the Interior merely saying that while the Bill which the hon. gentleman introduced is to be found amongst the archives of the Canadian Parliament, we will always have the most effective and perfect answer to the resolution which he moved that it would be possible to present. The hon. member for Gloucester (Mr. Anglin) moved this resolution :

“ That the contract, respecting the Canadian Pacific Railway, provides for a distribution of the money and land to be given for the work, wholly arbitrary and disproportionate ; that land and money, far in excess of the proportionate cost, is assigned to the prairie part, the easiest and most productive portion of the railway, which is alleged, will be

constructed within three years, by which time, the Company will be entitled in cash and lands to a surplus amounting, according to the Government estimate of the land, of \$3.18 an acre, to over \$34,000,000, which surplus should have been reserved and applied towards the construction and working of the eastern and western ends, and that the said contract is, in this respect, objectionable."

But the hon. gentleman overlooked the fact that it was of the most vital importance to Canada, that progress should be made in a most vigorous and efficient manner, first, in opening up the Prairie districts of the North-West. He overlooked the enormous capital and plant required at the outset by the Company, in order to carry on the work with proper vigor and efficiency, but he will now be relieved to find that vigorous progress is being made on the eastern end of the road, and that the work is being grappled with in such a way that by the middle of next season it will give abundant assurance to the country, that so far from neglecting the progress of the eastern end it is held by the Company to be of vital importance that they should complete that section at the earliest possible moment. They propose during the coming season to lay the track on fifty miles from Callander west, and some sixty miles in addition from Algoma Mills going eastward to meet that point, and to place under contract fifty miles from Thunder Bay to the head of Lake Superior, thus showing that they are determined to push on the work as rapidly as possible. The great expenditure they are now making in endeavoring to obtain a through route at Kicking Horse Pass, is also an evidence of the vigor and energy with which they are prepared to grapple with the western end of the line. The hon. member for South Perth, who has given this question of the North-West an amount of consideration which, I may say, has rendered him an authority on the subject—and I do not hesitate to say that there is perhaps no hon. gentleman sitting on the Opposition benches, with perhaps the exception of the hon. member for Lambton—and even he has not been able to give the North-West that personal examination and attention which the hon. member for North Perth has given it—who is personally familiar with that country—I say that I am quite satisfied that hon. gentleman cannot regard the enormous development taking place in that country without feelings of the liveliest satisfaction and the keenest possible interest. But the hon. gentleman was extremely anxious a year ago as to the position that the settlers would be in who went into the North-West. The hon. gentleman was afraid that under our system, we were giving too much attention to the construction of this great trunk line, and were not sufficiently caring for the position in which the settlers would be placed

who located a long the line of that railway. Now, Sir, I think what has taken place within the last year will have convinced that hon. gentleman that his fears were totally unfounded. I think what has taken place will convince him that no person who was settling in the North-West would be placed at a greater disadvantage than were the settlers of the older provinces with respect to railway communication. I will direct his attention to his resolution. It says :

"That the contract respecting the Canadian Pacific Railway exempts 25,000,000 of acres of choice lands of the Company from Dominion, provincial, and municipal taxation, until such lands are either sold or occupied for twenty years after the grant thereof from the crown ; that such exemption is unjust, and will impose undue burdens on the settlers on the alternate sections, who will be obliged to make improvements and incur expenses, enhancing the value of the company's lands without receiving their fair share of the cost of such improvements and expenses ; that such exemption by freeing the company from the burdens of taxation, will reduce the inducements to the company to sell their lands early, and will enable the company free of expense to hold their lands till their value has been greatly enhanced by the labours of the adjoining settlers."

Now, Sir, I ask that hon. gentlemen in all candor to say whether, what has taken place between the time that he moved that resolution and to-day, it has not given him the most perfect and complete answer which it is possible for any person to give, to the resolution he moved. Why, Sir, what is the fact? The fact is that the Canadian Pacific Railway Company are placing the whole of their 25,000,000 acres of land in the market at \$1.25. Instead of adopting, the policy of holding them which it was alleged they would adopt; instead of doing what the hon. gentlemen feared that the Company would be induced to do, namely, hold their lands until they would acquire a value by the cultivation of the adjoining sections, which would be taken for free homesteads,—what have they done? Why, Sir, they have said to the world: "We have determined not to sell our lands to speculators at any price." Offer them \$5 or \$10 an acre, or what you like for their lands, and the answer will be: "We do not want your money, but if you are ready to cultivate the land, you can have it for \$1.25." They have put up their lands at the maximum price of \$2.50 per acre, for the whole 25,000,000 acres, and for every acre cultivated within four years they return to the purchaser one half of his purchase money, thus reducing the cost of every acre of land to \$1.25. They do more—they treat the construction of buildings and the making of improvements as meeting the case of the cultivation of the lands, and accept that in lieu of cultivation to a certain extent; and in all their regulations from the very first, they have aimed at placing their lands in the hands of

persons who would cultivate and settle them at the lowest possible rate—at a rate that cannot yield them more than \$1 an acre, because no person can say that they can administer their lands at less than 25 cents an acre; so that practically their 25,000,000 acres of land are open to all persons who will chose to settle on them at \$1.25.

Mr. TROW. That is on the express condition that the rebate is paid, which is an impossibility, because the settler cannot comply with the contract to cultivate one-half in four years.

Sir CHARLES TUPPER. I think the hon. gentleman will find that he is laboring under a great mistake. I am told that persons who make it a business to break land estimate forty acres for a pair of horses in a year, that is to say, that one pair of horses, engaged in doing nothing else, can break the land and make it ready for putting under cultivation, at the rate of forty acres a year.

Mr. ANGLIN. What would the settler live on during the year?

Sir CHARLES TUPPER. I am not saying what he could live on; but I say this: that if a man, with a pair of horses, can in one year break forty acres of that land—and, after it is once broken, as the hon. member for Perth knows if the hon. member for Gloucester does not, its cultivation is a mere bagatelle, so easy that a man with a pair of horses can farm 100 acres a year if he wishes—then I say any man of any energy and vigor can succeed in breaking up within the four years—especially taking into consideration that the value of his houses and improvements are held to balance the want of cultivation of a certain portion, one half of his land, and if he does, he gets the whole of it at the rebate. Now, Sir, I say in that state of things the hon. gentleman's fears must be removed. These gentlemen show that they understand their business too well, to hold their lands at a high price. That every acre of land put under cultivation is worth twice as much to them as it would be if they got \$10 an acre for it at the end of ten years. So that that objection is swept away. I do not wish to detain the House on this point, but I have had a letter, which was published in the *Montreal Gazette* by the secretary of the Company, placed in my hands, which hon. gentlemen may read for themselves, and from which they will find that gross misstatements have been made in reference to the terms of sale and settlement required by the Company. These terms were too restrictive, I think, in the first instance, but they were adopted with the first object of shutting out the

speculator and getting their lands in the hands of men who would cultivate the soil; and they have been rendered so liberal that every difficulty in that respect has been removed, and the best evidence has been given that these gentlemen are willing to part with the whole of their lands for agricultural purposes at a price that will not return to them more than one dollar an acre. The colonization companies they ask to pay \$5.00 an acre, and on what terms? They compel them to put settlers on the land to break them up, and they will grant the rebate of \$3.75 an acre if within five years they will put settlers on and cultivate the land; so that the land costs the colonization companies under their terms, only \$1.25 an acre, and taking off 25 cents for the cost of administering the lands, the House will see that the land granted to them is not intended or desired to realize more than \$1 an acre. Now, Sir, what about municipal taxation, about which the hon. gentleman opposite was so anxious? I have an answer which I think he will regard as entirely conclusive. The city of Winnipeg is not prevented from imposing taxation to their heart's content; but what did they do? Show their eagerness to get an opportunity to tax these lands and make the municipality rich by the taxes which they would derive from the Company who were increasing their wealth a hundred-fold? No; they understood the interests of Winnipeg too well, and the first thing they said to this company was: "Make this your head quarters, and we will give you \$200,000;" and they voted a bonus from taxes they paid themselves, to this Company of \$200,000 forthwith. That is the best evidence of whether the municipalities consider that to tax the property of this Company, or whether to obtain a railway to their own doors, is most in their interest. The little parish of St Andrew's, on the Selkirk Branch, actually come forward with a bonus of \$65,000; more, the Manitoba and South-Western Railway also obtained from the municipalities along the line \$100,000 in bonuses to induce them to bring the line to those points. Instead of showing any eagerness to get an opportunity of taxing the railways, they know that the greatest benefit that that they can receive is railway communication, and provided they can receive that, they are prepared to tax themselves in order to give this large bonus to the Manitoba and South-Western Railway. The township of Louise gave \$65,000 more in order to get another location, making \$165,000 altogether granted to that Company. Although the Canadian Pacific Railway runs through Portage la Prairie, so thoroughly do the people of that town appreciate the importance of having it made a railway centre that they ask the Portage, Westbourne and North-West Railway

Company to bring their line to that town, and they will give them a bonus of \$100,000; and Westbourne, which includes Gladstone, supplements that bonus with \$75,000 more. So that here is \$605,000 or over half a million in a single year, contributed by these municipalities for the purpose of obtaining railway communication, showing whether they think it was important to have an opportunity of taxing the companies, or whether they believe they will be the gainers by taxing themselves in order to bring the railways to their own doors. Under these circumstances, I think I may venture to pass on from the resolution moved by the hon. member for South Perth, perfectly satisfied that the hon. gentleman, knowing as he does the condition of that country and the intelligence manifested by those various municipalities in taking the course they have taken, will find that the last thing that need ever concern any hon. member of this House is to bestow his sympathy upon the inhabitants of the great North-West, who have railway communication brought to their own doors without any cost to themselves, because they are deprived of the power of levying taxation, a thing which they show they have no desire to do. I now come to the resolution moved by the hon. member for Brant (Mr. Paterson), who was very anxious to get the railway out of my hands. It did not look like it, however, and I may say I felt greatly flattered when the Government laid upon the Table of the House a contract proposing to sever my connection with the Canadian Pacific Railway, and to hand it over to a Company, when I found the keen anxiety exhibited by every hon. gentleman opposite that that contract and work should remain in my hands. I could not but feel that great mark of confidence bestowed upon me by the deep reluctance they showed to have the work taken out of my hands and placed in those of great capitalists. After a year's experience I am afraid those hon. gentlemen will have discovered that I was right and they were wrong; that in the conclusion at which I had arrived that an independent company could grapple better with this great railroad than any Government, and that the work would be advanced more rapidly, more economically, and be carried on more satisfactorily by private enterprise, in the light of last years transactions is being clearly proved. The resolution of the member for Brant complained that we had not attained a finality. His objection was stated in the following terms:—

That the contract respecting the Canadian Pacific Railway, laid on the Table, does not insure finality as to the public obligations in that regard, but imposes on Canada, besides the grant of large sums of money and acres of land, the construction by the Government for the benefit of the Syndicate of the most expensive parts of the railway

which are to be built by the Government during the next ten years, and that the said contract is, in this respect, objectionable.

Hon. gentlemen opposite, I repeat, professed great regret at seeing that work pass from my hands to those of a company; but he took also the objection that there was no immediate termination of the connection of the Government with this work. But he will see how much we have done to relieve him. We have reduced the period of our connection with the road to less than five years. His objection was based on the fear that that connection would last ten years, that being the period fixed for the construction of the branch from Emory's Bar to Port Moody. But he will see that by the vigorous course of the Government it is proposed to have all the works, everything the hon. the Minister of Railways has anything to do with in connection with the Canadian Pacific Railway, entirely out of my hands by 1st July, 1885—that the finality the hon. gentleman was so anxious about, in three years will have been attained. I stated with confidence to the House one year ago, that I believed all the expenditures of the Government might safely be estimated at \$28,000,000, for the sections in its hands, embracing all the outlays up to that time. After a year of further experience in the subject, having been able to make closer estimates, I am glad to be able to reassure the House that I expect before the 1st of July, 1885, to have severed our connection with the construction of the Government's sections, and to have achieved that finality the hon. gentleman was so solicitous about a year ago, without extending that answer.

Mr. ANGLIN. Your connection with them will be severed long before that.

Sir CHARLES TUPPER. Well, so far as I am personally concerned I may say that those who have to discharge duties so arduous, so responsible, and under such conditions as mine, will not feel great regret at having their labors lightened and such connections severed. But I see no hope of it, desirable as it may be so far as my health, comfort and longevity are concerned. So far as the country is concerned I am afraid that the course hon. gentlemen opposite have pursued in relation to this great question as well as to others is one that will compel us to have the pleasure of looking upon them on that side of the House for many long years. The motion of the hon. member for Lotbinière has been disposed of already. His party was short of material and he had to make use of material already used before. It reads thus:

"That the contract respecting the Canadian Pacific Railway contains provision for ceding to the Company 25,000,000 acres of choice

lands in the North-West, but it does not, as it should, embrace any provision that such lands shall be open to sale to actual settlers at any maximum price; that the absence of such provision will enable the Company to lock up the lands at their pleasure for a long time, and so be injurious to the progress of the country, and add to the labors and difficulties of the early settlers, and that the said contract is, in this respect, objectionable."

I have already dealt with that motion which was contained in a previous resolution moved by the hon. member for North Perth, and which, therefore, requires no further notice. The maximum price established by this Company itself, for its lands makes them available to all, ready to cultivate them at the enormous price of \$1.25 an acre. The hon. member for North Norfolk (Mr. Chariton), moved this resolution :

"That the contract respecting the Canadian Pacific Railway exempts 25,000,000 acres of choice lands of the Company, from Dominion, Provincial and municipal taxation, until such lands are either sold or occupied for twenty years after the grant thereof from the Crown; that such exemption is unjust and will impose undue burdens on the settlers on the alternate sections, who will be obliged to make improvements and incur expenses, enhancing the value of the Company's lands without receiving their fair share of the cost of said improvements and expenses; that such exemptions by freeing the Company from the burdens of taxation, will reduce the inducements to the Company to sell their lands early, and will enable the Company, free of expense, to hold their lands till their value has been greatly enhanced by the labors of the adjoining settlers, and that the said contract is, in this respect, objectionable.

"That the contract respecting the Canadian Pacific Railway exempts perpetually the railway and all stations and station grounds, workshops, buildings, yards and other property, rolling stock and appurtenances, required for the construction and working thereof, and the capital stock of the Company, from taxation by the Dominion or by any other Province to be hereafter established, or by any municipal corporation therein. That the property of the Corporation will be in substance a gift from the public; and its exemption from taxes is unjust, creates an unfair incidence of taxation, and gives an undue advantage to the Company over other railway companies, calculated to prevent the construction of competing lines, and the contract is, in this respect, objectionable.

Well, that hon. gentleman has also been answered. All that was covered in the previous resolution; and it is answered by the bonuses given by the municipalities out of their own taxation, over \$600,000, to secure the benefits of railway communication. So I may now pass to the resolution moved by the hon. member for West Middlesex, as follows:—

"That the contract respecting the Canadian Pacific Railway provides, that Parliament shall not have power to interfere with the tolls, charged by the Company, unless the same produce, first the working expenses of the whole line, including the British Columbia and Lake Superior sections, which working expenses comprise all expenses of maintenance of the railway and of the stations, buildings, workshops and appurtenances belonging thereto, and the rolling-stock and other stock and movable plant used in the working thereof, and also hire of

engines, rents, charges and interest on lands not paid for, and all expenses incidental to working the railway and the traffic thereon, including stores and all consumable articles, and also rates, taxes, insurance and compensation for accidents or losses, also all salaries and wages of persons employed in connection with the railway or traffic, and all office and management expenses, including directors' fees, agency, legal and other like expenses, and thereafter a profit at least of 10 per cent. on the capital expended on the construction of the railway which includes the public money and the proceeds of the public lands so expended, thus restraining Parliament from interfering unless the Company receives at least \$8,000,000 a year profit, on a private capital of merely nominal amount; the Parliament ought to have power to regulate the tolls on the railway from time to time, as and when the public interest requires, and that the contract is, in this respect, objectionable."

He charged that the profit will have to be \$8,000,000 before the tolls could be lowered. An answer was given to the hon. gentleman before the House rose last year, by an amendment to the Canadian Railways Act embodying in that Act what was the understanding with the Company and ourselves, that their capital should be regarded not as the amount which they had received from the Government of Canada, but as the actual capital they contributed themselves. But, Sir, the hon. gentlemen seemed to overlook the fact that not a cent of toll could be charged to any passenger or for a pound of freight carried over the Canadian Pacific Railway, until the Company had the sanction of the Governor in Council to enable them to charge that toll. He seemed to forget that the right hon. the First Minister stated that it was the intention of the Government to fix those tolls that should thus be collected, and only to make the Order in Council for a certain specific term until the condition of the country and the road and matters appertaining could be reconsidered and the tolls re-adjusted in such a way as to do full justice to the country. The answer to that, I think, will be quite as conclusive as those I have been already able to give. I hold in my hand a statement of the tolls that this corporation are authorized by the Governor in Council to collect from the inhabitants of that country who obtained such a large amount of sympathy from hon. gentlemen a year ago. I have made a comparative statement of the tariffs of the Intercolonial Railway, Prince Edward Island Railway, the Canada Central Railway, the Canadian Pacific Railway when operated by the Government, the Toronto, Grey and Bruce Railway, the St. Paul, Minneapolis and Manitoba, the Western and North-Western, the Grand Trunk and others. Hon. gentlemen will see that while I have taken leading lines in Canada, so as to make a clear contrast, I have dealt, to a considerable extent, with railways opening up the North-Western States and running through, as the hon. gentleman knows, sections of country where there is a certain amount of similarity with our

North-West, but where there is a much greater degree of settlement than in our Canadian North-West. As this is a matter to which the hon. leader of the Opposition devoted a great deal of attention, and which I understand he deplored more deeply than any thing else in connection with this contract, I am quite sure the House will bear with me if I take the opportunity, at some length, to show the hon. gentleman that his sympathy was thrown away; that it was not required, and that there is no room for him to bestow any more of it in that connection. Of course, the charges upon railways are in proportion to the distance that freight is carried. That is the mode in which all railway tariffs are constructed. The following is the comparative statement:

	Distance in Miles.	Class per 100 lbs.				Distance in Miles.	Class per 100 lbs.			
		1.	2.	3.	4.		1.	2.	3.	4.
		cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.
Intercolonial Railway.....	20 to 25.....	14	12	9	7	45 to 50.....	20	16	14	10
Prince Edward Island Railway.....	do	14	12	9	7	do	20	16	14	10
Canadian Pacific Railway Co.....	do	17	14	11	8	do	24	18	15	13
Canadian Pacific Railway (under Government).....	do	18	15	12	9	do	25	19	15	12
Central Vermont Railway.....	do	17	14	10	8	do	25	19	14	11
Toronto, Grey & Bruce Railway.....	do	18	15	12	9	do	26	20	17	13
Canada Central Railway.....	do	18	14	11	9	do	28	20	17	13
St. Paul, Minneapolis & Manitoba Railway.....	do	14	12	10	8	do	27	21	20	17
Northern & North-Western Railway.....	do	16	13	11	9	do	24	18	17	13
Grand Trunk Railway.....	do	20	17	13	10	do	28	23	19	14
Chicago, Milwaukee & St. Paul Railway.....	do	22	19	17	14	do	35	30	25	22
Atchafson, Topeka, & Santa Fe Railway.....	do	25	20	15	13	do	30	25	21	16
Northern Pacific Railway.....	do	25	23	19	15	do	38	33	30	23
Union Pacific Railway.....	do	19	18	17	17	do	33	28	23	21
Chicago, Burlington & Quincy Railway.....	do	18	16	13	12	do	30	27	23	19
Chicago & North-Western Railway.....	do	20	17	14	11	do	27	21	17	14

	Distance in Miles.	Class per 100 lbs.				Distance in Miles.	Class per 100 lbs.				Distance in Miles.	Class per 100 lbs.			
		1.	2.	3.	4.		1.	2.	3.	4.		1.	2.	3.	4.
		cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.
Intercolonial Railway.....	70 to 75.....	24	20	15	11	85 to 100.....	30	24	17	12	145 to 150.....	.....	.....	.....	.....
Prince Edward Island Railway...	do	24	20	15	11	do	30	24	17	12	do .....	.....	.....	.....	.....
Canadian Pacific Railway Co.....	do	24	20	15	11	do	30	24	17	12	do .....	.....	.....	.....	.....
Canadian Pacific Railway (under Government).....	do	29	22	19	15	do	34	22	22	17	do	45	36	29	23
Central Vermont Railway.....	do	29	23	19	15	do	35	27	22	18	do	45	36	29	23
Toronto, Grey & Bruce Railway...	do	33	25	19	15	do	42	33	25	19	do .....	.....	.....	.....	.....
Canada Central Railway.....	do	31	26	21	15	do	36	30	24	18	do .....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Railway.....	do	38	30	24	19	do	49	38	29	23	do .....	.....	.....	.....	.....
Northern & North-Western Rail- way.....	do	50	40	30	25	do	68	48	38	30	do .....	.....	.....	.....	.....
Grand Trunk Railway.....	do .....	.....	.....	.....	.....	do	35	30	25	19	do .....	.....	.....	.....	.....
Chicago, Milwaukee & St. Paul Railway.....	do .....	.....	.....	.....	.....	do	38	32	25	19	do	57	42	33	25
Atchafson, Topeka & Santa Fe Railway.....	do .....	.....	.....	.....	.....	do	55	45	37	32	do	69	59	49	39
Northern Pacific Railway.....	do .....	.....	.....	.....	.....	do	62	45	38	32	do	75	65	55	43
Union Pacific Railway.....	do .....	.....	.....	.....	.....	do	61	50	45	35	do	80	66	59	48
Chicago, Burlington & Quincy Railway.....	do .....	.....	.....	.....	.....	do	46	42	37	35	do	56	51	48	39
Chicago & North-Western Rail- way.....	do .....	.....	.....	.....	.....	do	46	40	33	24	do	59	49	39	29
	do	36	29	23	17	do	41	34	26	19	do .....	.....	.....	.....	.....

It will be seen by this statement that the first thing this corporation did was to reduce their tariff below the amount which the Government had charged for the same service before the road passed out of their hands, and that its rates are considerably below those of many roads. The Atchison, Topeka, and Santa Fe Railway charges 75 cents for the service for which the Canadian Pacific Railway charges 45 cents. The Northern Pacific charges 80 cents for the same service; the Union Pacific 60 cents; the Chicago, Burlington, Quincy Railway, 59 cents; and so on the same relation is hold with the various classes of freight for the various districts I have mentioned. I am asked by my hon. friend behind me if there is any one of these sixteen railways which charges less than the Canadian Pacific Railway, and to the best of my knowledge, holding the paper in my hand, I do not see a single case in which the charge of the Canadian Pacific Railway is not as low as any one I have stated.

Mr. BLAKE. The hon. gentleman has already stated some instances himself.

Sir CHARLES TUPPER. Of course, I leave the Government railways out of this comparison for the reason I have already stated, but among all these other companies I do not see one case.

Mr. BLAKE. There is the Northern and the North-Western.

Sir CHARLES TUPPER. The Central Vermont I see is a cent lower, and the St. Paul, Minneapolis and Manitoba, which has been complained of so much, is also 3 cents lower—that is in the short distance and for the first-class freight; but, as I said, I will ask permission of the House to publish this table exactly as it stands in the *Hansard*, as a matter of record, and a very useful one it will be in dealing with this very important question of freights. Yes, the Northern and North-Western is 16 cents to 17 cents for the first-class, which is a cent lower, but on the longer distance I do not see any of these of which I have the amounts given which is lower than the Canadian Pacific Railway, and as I have shown in the distances of 145 miles to 150 miles it is very greatly lower. I think the same will be found which referred to the charges for 70 to 75 miles and from 95 to 100 miles. I think it will be found that there are no charges lower than those of the Canadian Pacific Railway for the 95 to 100 miles. From 70 to 75 miles, the charges are 29, 22, 19 and 50 cents, but I see no instance in this table, which is compiled so far as the figures could be obtained for the various distances in which the Canadian Pacific Railway is not

the lowest. From 45 to 50 miles the charges are 24, 18, 15 and 12 cents according to the class of freight. I think for the distance from forty-five to fifty miles there is not a single instance, so far as I am able to see at this moment, among all these railways, that the charges are not higher than the Canadian Pacific Railway, and there are only a very few instances in the distance from twenty to twenty-five miles in which the charge is higher. Now, Sir, the hon. member for Huntington (Mr. Seriver) was very much afraid this Company, in the latitude they were allowed of locating the line subject to the approval of the Governor in Council, would deflect the line through the Prairie County in such a manner as largely to defeat the main object of establishing a great central route through the North-West. I give the hon. gentleman the evidence that his fears were unfounded from the fact that the first thing they do is to rebuild the line from Winnipeg to Portage la Prairie with one main object of shortening the distance by thirteen miles, and the evidence that they are expending at this moment a large sum of money in endeavoring to obtain the most direct line by the Kicking Horse Pass in order to make this a through continental line by shortening it by every possible means in their power. Then the hon. member for South Wellington (Mr. Guthrie) moved a resolution, which I need not go over, because it has been all embraced in two or three of the other resolutions. It is with regard to this question of reducing the tolls, and the question of capital which was dealt with by the resolution moved by the hon. member for West Middlesex (Mr. Ross), and which I have already answered, I think, by showing that the first thing they did was to lower the rate that the Government were charging, and that the Governor in Council has only authorized a rate that is in almost every instance greatly below that of railways that are similarly situated. The hon. gentleman for L'Islet (Mr. Casgrain) dealt with this question of tolls, which seems to have agitated hon. gentlemen opposite very much, but I need not say anything more with respect to that. I now come to the resolution moved by the hon. member for South Huron (Mr. Cameron), who said:

"The contract does not make satisfactory provision for securing the traffic to and from Montreal and the last by the Quebec, Montreal, Ottawa and Occidental Railway, against preferential charges which the Canada Pacific Railway may establish in favor of the Canada Central Railway, the St. Lawrence and Ottawa Railway, the Coteau Railway, or other lines of railway to the south and east."

Well, Sir, I think that objection has been removed. The first thing this corporation does is to obtain, by an expenditure of \$4,000,000, a through line from the capital of the country to the initial point of the Canadian Pacific Railway

at Lake Nipissing, by the purchase of the Canada Central Railway, and having done that, evidently with the view to meet the anxiety of the hon. member for South Huron in this matter of not giving fair play to the line between the city of Ottawa and Montreal on the Quebec side of the river, this Company has acquired by a further outlay of some \$4,000,000 the line from here to Montreal; so I think, Sir, they have effectually disposed of the objections the hon. gentleman stated in this resolution by providing, in connection with the purchase, for traffic arrangements with the line from Montreal to the harbor of Quebec, thus obtaining power to make the rate themselves over that road to Quebec, and practically giving the country a through line of communication from Port Moody, on the Pacific, to the great centres of commerce of Montreal and Quebec, and bringing these into the most easy and perfect communication with the seaboard on both sides of the continent. I need not say that it is an open secret with the House—I believe the fact is well known—that it is proposed by providing for a ferry at Quebec and shortening the communication from Lévis to the Intercolonial, to make that the most rapid and perfect communication from Port Moody on the one side down over this great national undertaking to Quebec, and thence to Halifax, carrying the trade and business of the country on a through line from ocean to ocean and providing every facility for bringing the commerce of the country over our own great national highway. Then the hon. member for Yarmouth (Mr. Killam) was afraid that the revenue would suffer by our providing for the admission, duty free, of all steel rails, fish-plates and other fastenings, spikes, and nuts, timber and all materials for bridges to be used in the original construction of the railway. Well, Sir, I have already told the hon. gentleman that, of course, steel rails are free. I have told him that the finest description of steel rails ever imported in this country are being imported for the Canadian Pacific Railway, and the fastenings as well, in the construction of that road. I may also tell hon. gentlemen that the bridges are all iron and that the revenue does not suffer on them in the slightest degree, because they are constructed in the Province of Ontario. Therefore, we may pass by that resolution without further attention. The hon. member for Rimouski (Mr. Fiset) moved in amendment, stating:

That the contract respecting the Canadian Pacific Railway makes no sufficient or satisfactory provision for the construction of the work in a proper manner, or its efficient operation afterwards, nor does it, as it should, provide that so much of the work as is done by the Company shall, in case they make default in completing the railway, belong to the Government, and that the contract is, in these respects, objectionable.

The hon. gentleman has been informed that the road is first-class in every respect, that the rails were of the best description, and when I ventured to say a year ago that we had a better guarantee than any standard that might be laid down, in the fact that these gentlemen were obliged to operate their road for all time to come, after it was constructed, and said that that was the best possible assurance that they would not fail to construct the road in the most efficient manner, because just in proportion as they did so they would be able to operate it cheaply and efficiently. The evidence is now before the country, and I have stated to the House that they have taken precisely the same view of that question which was taken by me, so that the fears of the hon. member for Rimouski (Mr. Fiset) have proved as unfounded as the others. The fact that the Company have been able to handle \$603,000 worth of business between May and February is the best evidence that they are to operate the road efficiently as well as to construct it in a first-class manner. Then the hon. member for Bellechasse, (Mr. Larue) moved a resolution in which he exhibited a great deal of patriotic anxiety that this road should not pass into the hands of foreigners,—and evinced also a good deal of jealousy of certain foreigners connected with the work. He moved the following resolution:—

That the said resolution be not now read a second time, but that it be resolved, That the contract respecting the Canadian Pacific Railway makes no provision for the creation or continuance of a substantial Canadian interest in the stock of the Company; nor does it guard against the transfer of a controlling interest to foreigners at any time of the incorporation of the Company; and it provides that the Company may appoint and fix places of business beyond the limits of Canada, where the business of the Company may be transacted, and at which the directors and shareholders may meet; that under this provision the important business of the Company may be transacted, and its directors' and shareholders' meetings held in St. Paul, Minnesota, or New York, or elsewhere in the United States; that such power should not be given, and that the contract in this respect is objectionable.

It will be remembered that the late Finance Minister took very much the same ground. I believe that hon. gentleman had not the same dread of meetings in connection with the Company being held in the United States, as the hon. member for Bellechasse, but he exhibited the same great anxiety that the road should not pass out of the hands of the gentlemen who had undertaken it. That hon. gentleman (Sir Richard J. Cartwright) bore ample testimony of the high character and standing of the parties to the contract. He admitted that it would be difficult to find Canadians possessed of greater resources or means of handling a great work than this Company. He admitted that George Stephen, Duncan McIntyre, J. S. Kennedy, R. B. Angus, J. J. Hill,

Donald A. Smith, Henry Stafford Northcote, Pascoe du P. Grenfell, London; Charles D. Rose of London, and Baron J. de Reinach, of Paris, were men possessed of great wealth and abundant resources to undertake such a work. Some of these men had been engaged in the construction of a similar work through a prairie country and in the sale and settlement of lands. The late Finance Minister drew attention to the fact that, eminent as were the positions of these gentlemen, there was no guarantee that they would remain in the work. He assumed that they would, under the contract, put a gigantic operation on the market, and sell out, at an advantage of several millions to themselves, and having divided a fortune amongst themselves, they would disappear and that we had no guarantee whatever for anyone of these parties remaining in the work and devoting to it the skill, the enterprise and the energy which they possessed. But what do we find after a year has passed? We find every one of these gentlemen to the fore; we find that, just as I said a year ago, they are regarding their operations with Minnesota and Dakota as comparatively trivial compared with the construction of this enormous work in the North-West. We find that these gentlemen, instead of transferring their headquarters to St. Paul and creating this a subsidiary work, to that railway, as was feared by the hon. mover of this resolution, have not done so; and Mr. Angus, who had removed from Montreal and was resident at St. Paul, has changed his quarters, returning to Montreal in order that he might give his whole and undivided attention and great financial ability to dealing with this work. We find, Sir, that this Company instead of transferring their headquarters as the hon. member for West Elgin—between whom and myself there was a rather unpleasant misunderstanding in relation to something which the hon. gentleman said on the subject a year ago—feared, his fears are entirely disposed of; and that although one of these gentlemen who is the manager of that railway and also lived in St. Paul and lives there still, and manages the railway, he devotes his time to sending handbills of the most attractive character all over this and all other countries for the purpose of showing that the most attractive wheat field in the world is to be found north of the Boundary Line instead of in Dakota and Minnesota. Mr. Angus has gone to Montreal and this Company has invested in 200 acres of land in Montreal to be used for their headquarters, and great machine shops and everything of this kind, costing \$150,000 and paying £83,000 more for their general offices, or an expenditure already at their headquarters of

\$233,000, giving, I say, every evidence that it is possible to give, that these gentlemen have the most unbounded faith and confidence in the success of this enterprise; that instead of being anxious to be rid of it, and letting it pass out of their hands, their ambition is to make this great international highway the highway between the Old World and the East; and that they intend to spare neither time, nor labor, nor money in making their work first-class work, a credit to themselves and a credit to Canada. It is not necessary, therefore, Sir, that we should take up more of the time of the House in relation to this matter. But Sir, my friend the hon. member for Inverness (Mr. MacDonnell) moved an amendment, and his amendment expressed the fear that the contract respecting the Canadian Pacific Railway does not preserve to the Government the right to give other corporations running powers over the Thunder Bay Line, and Pembina Branch, but improperly cedes to the Company the absolute and exclusive right to these avenues. Now, Sir, that hon. gentleman will be glad to learn that so far from a desire to oppress, or embarrass, or obstruct any companies engaged in the construction of railways in the North-West, this Company had decided to build, and were engaged in projecting, a line from Portage la Prairie up in the direction of Prince Albert, but the Portage, Westbourne and North-West Company went to see them, to ascertain what terms they could make for the purpose of their taking up this line. And how do you suppose they were met. In a spirit of obstruction or embarrassment? Not at all. The Company said to these gentlemen: "We are only too glad to have the aid, assistance and co-operation of any persons who are prepared to take up a work of this kind and connect their line with the Canadian Pacific Railway and increase the traffic and business which will be brought over our line. If you will organize and take up that line of railway, we will not only withdraw from the ground, instead of building a rival line and endeavoring to obstruct or embarrass you, but we will pledge ourselves and bind ourselves by a solemn agreement to give you terms of running and of traffic arrangements, by which all your traffic brought to the Canadian Pacific Railway, will not only be carried to Thunder Bay, but we will give you an independent outlet at Thunder Bay upon terms of an equal rate with ourselves, and a great advantage over our ordinary mileage rate." They entered into this arrangement, and this Company have secured an independent outlet, under these terms, to Thunder Bay, by which all the products which they can bring over their line, when con-

attracted to Prince Albert, will not only have free course over the Canadian Pacific Railway, and have an independent outlet, but they will pass over the Canadian Pacific Railway upon terms which are eminently satisfactory and favorable to the Company that is engaged in the building of this branch. This, I am told, Sir, is the spirit in which they are prepared to deal with any of these parties. I think I have said everything with reference to these resolutions that is necessary, except with regard to a resolution which referred to there being no other outlet to the trade of the North-West. Why, Sir, it is perfectly well known that, at this moment, two lines of railway are not only projected, but that companies are organized, embracing wealthy capitalists, who are determined, and have decided to take up the construction of lines of railway from Winnipeg to Hudson's Bay; and who believe that they have satisfied themselves that beyond question it is perfectly practicable for several months in the year to keep open a short and easy line of communication *via* the Hudson's Bay—so much so as to warrant the construction of 600 miles of railway between Winnipeg and Hudson's Bay, and thus furnishing an independent outlet in that direction as well as the one to which I have already referred. I think Sir, I have now covered the ground, so far as taking a brief notice of these various resolutions and objections made a year ago is concerned; and I am in the judgment of the House when I ask, whether I am not warranted in view of the facts as they stand out now in the history of the country and in the light of the experience of the past year, in making the statement that one single year's experience has given the most conclusive and complete answer to one and all of the objections that a year ago were conjectured in the minds of hon. gentlemen opposite, and which I suppose they felt it to be their duty to give utterance to by bringing them, in formal manner, under the notice of the House. I congratulate the House, Sir, and I congratulate the country upon the immense progress that this great work has made. I congratulate the House, and, Sir, I congratulate the country upon the enormous, the unanticipated and the unprecedented development of our great North-West, as has been witnessed during the past year, and I say that I pity the man who from any cause—whether it be partizan political feeling, or party interest, or anything else, who can regard what is taking place in this country in connection with the mode in which this great national work is being carried out, without feeling a throb of exultation, and a throb of joy, that we are striding in the independent and rapid and effective manner in

which we are towards national life. I say, Sir, to the great Conservative party of this country—I say, Sir, to the great Liberal-Conservative party, to whom this country owes its present condition—

Some hon. MEMBERS. Hear, hear.

Sir CHARLES TUPPER. Yes, Sir, I say that this country owes its present condition to the Liberal-Conservative party. Contrast the life of to-day with the lethargy and death which was exhibited in relation to these great interests three years ago, and then tell me, whether I am not warranted in saying that to the great Liberal-Conservative party, Canada, this country owes the new life and vigor which has been infused into the development of all its great material interests. I say, Sir, I congratulate the great Liberal-Conservative party on what it has achieved—achieved, I would be very glad to add with the manly aid and hearty co-operation of hon. gentlemen opposite. We were entitled to receive that aid. We had every claim that a party could have on those hon. gentlemen, owing to the position in which they had placed the public affairs of this country, and especially in connection with this work, for that independent support that one party, whatever they may be called, is entitled to receive from their opponents under such circumstances. But I say, Sir, we sought that aid in vain; and to-day, to the great Liberal Conservative party, it is not only due, but it is due to them alone, that this country has been lifted out of the condition of prostration which was witnessed in our country three years ago, into a condition of advancement and prosperity and progress to-day which will compare favorably with the advancement of any portion of the civilised world.

