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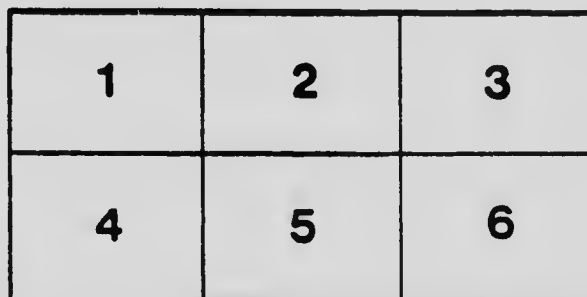
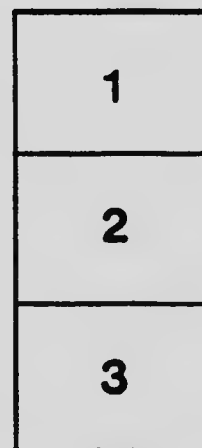
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THE SENATE DEBATES

FIRST SESSION—ELEVENTH PARLIAMENT

SPEECH

OF

HON. MR. CASGRAIN

ON

GRAND TRUNK PACIFIC

OTTAWA, TUESDAY, MAY 11, 1909.

Hon. Mr. CASGRAIN—This is the third time the question of the Grand Trunk Pacific has been before this honourable House. It is also the third time I have had the privilege of answering the leader of the opposition, who in 1903 and in 1904 was the hon. member for Hastings (Hon. Sir Mackenzie Bowell). My remarks on those occasions have been extensively published in the press, and while I do not say it as a boast, the fact remains that none of those statements, so far as I know, have yet been contradicted. This I say in order that hon. gentlemen may have confidence in the few remarks I have to make. There may be a difference of opinion as to the cost of this road. I remember full well that during the last general election we claimed credit for the fact that from Winnipeg to Wainwright, a distance of 667 miles, the track had been laid, the road actually in operation and that without costing one cent to the taxpayers of this country, in land or in money. We had a road of a standard such as had never before been built in this country.

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We all remember perfectly well that an hon. gentleman in the other House, Mr. John Charlton, made an apparently optimistic speech, in which he pictured a railway with four-tenths of one per cent grade, or 21 feet to the mile, traversing the continent from ocean to ocean. People thought then it was nothing but the dream of a visionary; and that such a thing could not be possible; but the realization may be found to-day by any hon. gentleman who will go to the Railway Board and examine the plans and profiles. What brings this question more particularly before this House to-day is the fact that the government engineer, a man of vast experience, a man who has been government engineer for many years, Mr. Collingwood Schreiber, estimated the cost of the prairie section at \$17,333 per mile, and the government agreed to guarantee three-quarters of that amount. The calculation proved to be altogether too low, and before lending money again on this enterprise it might be right to examine into what has been done, and whether,

in advancing this money now, the country has ample security for the loan it is about to make. There is no disguising the fact that the railway is costing much more than was anticipated by some of the engineers who estimated the cost originally, although other engineers were not mistaken as to what it actually would cost. The actual amount of money spent, for instance, on the section between Winnipeg and Moncton, up to the 30th of September last was \$48,000,000; total amount of grading done was six hundred and sixty-nine miles, and the total number of miles of rail laid 309 miles. And, there is this satisfaction about those rails that every one of them has been made in Canada, either by the Dominion Iron and Steel Company, or the Algoma Steel works. Thus the money expended on rails has all gone into Canadian labour, and the Canadian people have had the benefit of that expenditure. Something has been stated just now as to the qualifications of the four members of the Transcontinental Railway Commission who are in charge of the work, and the gravest charge against them is that they are not railway men. No one will deny that the Canadian Pacific Railway is a wonderful success, and if we look at the names of the gentlemen who incorporated the Canadian Pacific Railway, I defy the hon. gentleman to find a railway man amongst them. Lord Strathcona, then Sir Donald Smith, was not a railway man. Mr. Stephens, now Lord Mount Stephen, was not a railway man; Mr. R. B. Angus was not a railway man; none of the directors that I know of were railroad men. The railroad men we imported from the United States; Mr. William Van Horne, now Sir William Van Horne; Mr. Shaughnessey, now Sir Thos. Shaughnessey, came to our country from the United States. We were glad to welcome them and they have accomplished great things for Canada.

Now, the great claim of my hon. friends opposite, though not so much in this House as in the other Chamber, was that the Moncton section was devised for political purposes. If it were so devised it worked admirably, because from Lévis down to the end of the province of Quebec, all but one county traversed by the Transcontinental Railway have returned supporters of the

government. In New Brunswick the whole district traversed by the railway has returned Liberals, so that if it was a political job it worked admirably and the people approved of it. The railroad is divided into three great sections; one section from Moncton to Winnipeg, 1,804 miles; the prairie section from Winnipeg to a point 125 miles west of Edmonton, at Wolf Creek, a distance of 915 miles; and lastly the mountain section 837 miles, making a grand total of 3,556 miles. No railway of that length has ever been constructed in Canada at one time, and only one that I know of in all the world, the Trans-Siberian Railway. But the Trans-Siberian Railway cannot be compared or mentioned in the same breath with this railway, which has been built on an immensely higher standard.

The hon. leader of the opposition was talking about distances. I find the distance between Moncton and Quebec is 460 miles, and Mr. Butler claims that if the Intercolonial was operated on that route instead of where it is, an equal amount of business could be done for a couple million dollars less in the cost of operation. Be that as it may, it is hoped that his opinion is better than the opinions we have had from others. Every one knows that with the easy grade between Lévis and Moncton, it is possible for a locomotive to do about twice as much work as she could on a heavier grade. Two pusher grades exist near Grand Falls, but right at the Grand Falls, as if Providence had designedly placed it there, we have a water fall of 131 feet head, capable of developing one hundred thousand horse-power which is quite sufficient to transport all the railway traffic up these grades. It may be well for this House to know exactly where the work has been done. In New Brunswick, there have been 40 miles of rails laid; in Quebec, from Quebec city westward, altogether about 120 miles; and from Winnipeg eastward, 149 miles; making a total of 309 miles, including the sidings and the yards, and the sidings are considerable. For instance, on the Winnipeg section, if my memory serves me right, there are some 35 miles of sidings and yards. The grading in New Brunswick to the 31st of December last was 150 miles; the grading east and west of Quebec, 254 miles, in the Abitibi district, 20 miles; and from Win-

nipeg eastward, 245 miles; making a total of 600 miles.

Now, this route, which my hon. friend the leader of the opposition does not view with favour, has a very great advantage over any known route. The distance from Liverpool to Yokohama via Quebec and Prince Rupert is the shortest possible between these points. As stated in a pamphlet of the Grand Trunk Pacific Company, it is ten thousand and thirty miles. I do not know how they arrive at that estimate, because I make it 9,528 miles, which is 528 miles less than by the Canadian Pacific Railway and 1,313 miles less than via New York. It would also be 130 miles less than via Moscow and the Trans-Siberian line to Yokohama. The length of the circle going right around the globe at that latitude is only 19,164 miles, which is, as you know, about 5,000 miles less than by making the grand circle at the equator. That distance of 19,164 miles is, strangely enough, divided about equally between land and water, being 9,500 miles by steamship and 9,500 miles by rail. If you travel by steamship at 20 knots an hour—and nobody denies that steamers to-day go much faster than that—you would make the ocean part of the journey in seventeen days, and travelling at the rate of 30 miles an hour by rail, you would make the 9,500 miles on land in thirteen days. Of course, the average rate of railway travel is much faster than 30 miles an hour in America, but the trains on the Trans-Siberian Railway go much slower, and a fair average would be 30 miles. It would take, therefore, altogether thirty days for a letter mailed from Quebec, following that route, to make the circuit of the globe and be returned to Quebec. These facts are corroborated by comparing distances. From Liverpool to Quebec the distance is 2,632 miles. A steamship travelling at the rate of 20 knots an hour would make that distance in five days. Then from Quebec to Prince Rupert is 3,096 miles. A train travelling at the rate of 40 miles an hour—and that may not be considered excessive, because the Canadian Pacific Railway, which is not built on as good a standard as the Grand Trunk Pacific, ran a Trans-Canada train last year and the year before at the rate of 40 miles an hour from Montreal to Vancouver

—would run from Quebec to Prince Rupert in three and a half days. Prince Rupert to Yokohama is 3,800 miles, and the steamship would cover that distance in eight days at 20 knots per hour. Yokohama to Vladivostock is a comparatively short distance, and, allowing for slow travelling, could be covered in two days. From Vladivostock to Liverpool would take ten days, owing to the slow rate of speed on the Trans-Siberian Railway. That would make 28½ days as the time it would occupy to go around the world by this new route, which makes Jules Verne's 80-day trip, which was looked upon in 1873 days as being chimerical, appear now to . . . very slow.

I would estimate the cost of the eastern section at \$108,000,000. The Ontario government have built the Temiskaming & Northern Ontario for a distance of 250 miles. A member of this House was on that commission, and he will bear me out in the statement I am about to make. The first section of that railway has not as good a grade as the National Transcontinental Railway, but the last 150 miles of it which connects with the National Transcontinental Railway at Cochrane junction has, I understand, the same easy grade. The railroad, built by the Ontario government cost for the 250 miles the sum of \$15,000,000. It is a very simple question of proportion; if 250 miles cost \$15,000,000, what will 1,804 miles, the distance from Moncton to Winnipeg, cost; and the answer is \$108,000,000. The Temiskaming and Northern Ontario has been built through a country very similar to that which the National Transcontinental Railway traverses. Now, as the construction proceeds, the interest on the money expended is added to the cost of the road. For instance, up to the 31st of December last, the expenditure was \$46,000,000. The interest on that is being added every year.

Hon. Mr. LOUGHEED—On which section?

Hon. Mr. CASGRAIN—On the National Transcontinental Railway from Moncton to Winnipeg.

Hon. Mr. LOUGHEED—The Grand Trunk Pacific does not pay that.

Hon. Mr. CASGRAIN—The amount on which they will have to pay 3 per cent will include the interest.

Hon. Mr. LOUGHEED—No. They have that road for seven years after its completion without paying interest and the interest is not added to the principal.

Hon. Mr. CASGRAIN—I read the contract the other day very carefully again, and made special note of that fact, and I have obtained information also from the authorities. I had a conversation with Mr. Wainwright.

Hon. Mr. LOUGHEED—It is only on the prairie section that the interest is added to the cost.

Hon. Mr. CASGRAIN—I am taking the National Transcontinental Railway proper, between Winnipeg and Moncton, and what I claim is that every year the interest on the amount expended in the construction of the line is added to the principal; but during the first seven years of operation, interest is not paid. Then another matter the hon. gentleman did not put before the House, is the fact that the entire equipment of the road, not only from Winnipeg to the Pacific coast, but from Moncton to the Pacific coast, must be furnished by the Grand Trunk Pacific itself, backed by the Grand Trunk Railway, and out of the twenty million dollars rolling stock which they are compelled to put on that road, five million dollars of that equipment is bound to be made for and marked National Transcontinental Railway and to remain on that portion of the line between Winnipeg and Moncton. Allusion has been made to the change in the contract in 1904, relating to the mountain section. Instead of guaranteeing an amount up to \$30,000 per mile as the contract provided, when it was estimated that the cost would be \$40,000 per mile, the engineers having found that the road would cost more than that, the government agreed to guarantee 75 per cent of the amount of the actual cost, which was in accordance with the spirit and the very essence of the contract. In guaranteeing 75 per cent the government are not run-

ning much risk, because they have not only the guarantee of the Grand Trunk Pacific Company but also the guarantee of the good old Grand Trunk Railway with \$187,000,000 assets. Besides that they have behind them again the 25 per cent of money which has to come from somewhere other than from the government.

Hon. Mr. LANDRY—And the stock owned by the Grand Trunk Railway.

Hon. Mr. CASGRAIN—The total stock is \$45,000,000, of which \$20,000,000, is preferred and \$25,000,000 common. In the first contract, the Grand Trunk Railway was to hold the \$25,000,000 common stock, and in the amended contract they were allowed to dispose of some of the common stock. It is well now to look at the road, and see what sort of a railway we are building. Starting at Prince Rupert, the foundation is being laid of a model city, which will be equal to Vancouver or Victoria in a few years. Prince Rupert has the immense advantage of possessing a very mild climate. Frost is almost unknown there except for a few days in mid-winter. It has been designed with the greatest care by the very best landscape architects this continent could afford, and the city has been laid out with an eye to beauty as well as commerce. The plans can be seen all over this country, and property there will sell at an enormous price, because the people have faith in Prince Rupert. Ships from the seven seas will soon ride at anchor in that magnificent harbour, unloading silks and rice the products of the Orient, and returning with full cargoes of wheat and lumber. At its narrowest part the harbour is 2,000 feet wide, and it has a depth, at low tide, of 36 feet. There is no better harbour on the Pacific coast, or perhaps, in the world. There are along the coast other fine harbours, such as Port Simpson, and all with a good depth of water. Around Prince Rupert the timber industry is of enormous value. Besides that, cannery after cannery will be erected, as at Vancouver, giving employment to a large number of people, and the Grand Trunk Pacific will, as the Canadian Pacific Railway has been doing for years, carry large consignments of the best of fish to the eastern

cities of Canada. Twenty-five years ago, or even fifteen years ago Victoria, Vancouver, Tacoma, Seattle, Portland, San Francisco and the smaller places like Bellingham, Everett, Aberdeen, Astoria, San Pedro and San Diego were small points on the map. Fifteen years hence Prince Rupert will without doubt, be the equal of Vancouver. We claim that this new railway will be the finest in the world. That is a common expression to use, but in this case it is absolutely true. I have looked into the matter and have made inquiry of railway people, and all agree that there is no such railway on the face of the earth as the Grand Trunk Pacific will be when constructed. Now, starting from Prince Rupert, the road follows the north shore of the River Skeena to Hazelton, about 180 miles. There is a very easy grade all that distance. The navigation on the Skeena is scarcely obstructed up as far as Hazelton, proving there is but little difference in level. From the Skeena river, the railway follows the Bulkley river about 160 miles, ascending slowly. Then there is a small summit. That summit corresponds to the summit of the Selkirks, only the Canadian Pacific Railway crosses at an altitude of over 4,000 feet, while here it is much lower, as the mountains decrease in altitude as they run north. Then the line runs north of Fraser lake, and from Fraser lake to the Stewart river and another river with an unpronounceable name to Fort George, where it crosses the Fraser river. I may say that a branch is to be extended down the Fraser river from Fort George to Westminster, a distance of about 350 miles. Near the summit is the only place between Prince Rupert and Quebec, a distance of 3,096 miles, where the grade amounts to one per cent, and that point is at mile 27 westward from the Great Divide up to mile 48, a distance of a little less than 21 miles, following the Fraser river. As every one knows, in former years a one per cent grade was considered easy.

Hon. Mr. LANDRY—What does that amount to in a mile?

Hon. Mr. CASGRAIN—It is 52 feet per mile, so that in that 21 miles there is a

drop of about 1,000 feet along the Fraser river. Then the road crosses the Great Divide, and I may say in passing, that on the western slope, near Lake Fraser and between Fort George and Hazelton, there is some excellent land. This grade of one per cent for 21 miles is not an adverse grade, because, as we have all heard, the grain of Alberta and northern Saskatchewan is moving westward, and, therefore, it will be a favourable grade to help the grain on its way to the Pacific coast. We all know the importance of easy grades in operating railways. It has been found easy to build this railway because the altitude in the Yellow Head pass is not very great, only some 3,708 feet and there are no great depressions. The lowest point on the line between Prince Rupert and the source of the St. Maurice river is at Winnipeg, which is about 800 feet above the level of the sea. All the other portions are on a level plateau, and there are no great depressions. Compare this with the Southern Pacific. I call special attention to the fact that the Southern Pacific, in the state of Arizona, runs for a long distance at 200 feet below the level of the sea. Not only must that railway master a summit of about 8,000 feet, but it must descend 263 feet below the level of tide water. The summit where the Grand Trunk Pacific crosses in the Yellow Head pass, is only 3,708 feet above the level of the sea. The hon. leader of the opposition lives at Calgary, and the elevation at that city is 3,423 feet, only 280 feet below the summit level at the Grand Trunk Pacific in the Yellow Head pass.

There are many buildings in New York and elsewhere much higher than 280 feet, or about the difference between the elevation of the town of Calgary, which is actually in the prairie, and the highest point reached by the Grand Trunk Pacific. A railway train could easily haul—and this is not denied by any one—2,200 tons on a grade of four-tenths of 1 per cent. Here is another point which has been discovered by engineers in actual experience, and not by theoretical calculations. A grade of four-tenths of 1 per cent, or 21 feet to the mile, is such that if a train commences to ascend that grade at a certain speed it will maintain that speed all the way up the grade. On the other

hand, if cars get loose and commence to descend such a grade, if they are going at ten miles an hour, they might go on forever without accelerating their speed. On a grade of 1 per cent or 52 feet per mile, if a car gets free, the speed will accelerate until an accident results. There is a point between a grade of 1 per cent and one-tenth of 1 per cent where the car will go down the grade without accelerating, where the grade is sufficient to keep it moving, while the resistance of the air being greater than the effect of the grade, it cannot go any faster. This is

the ideal grade that has been found. On a grade of that kind there is no trouble in hauling a train load of 2,200 tons. Take one-third off that for the weight of the cars, you have a net cargo load of 1,466 tons. At 40 bushels of wheat to the ton, it would amount to 49,378 bushels, or roughly, 50,000 bushels as a train load.

I submit the following comparison of summit elevations, maximum gradients and total elevation ascended by various trans-continental railways:

NAME OF RAILWAY.	Highest Summits.	MAXIMUM GRADIENT IN FEET PER MILE.		TOTAL ASCENT IN FEET OVERCOME.	
		East-bound.	West-bound.	East-bound.	West-bound.
Grand Trunk Pacific—	1 summit.				
West. Div. Winnipeg to Pr. Rupert	3,712	21	26	6,000	6,800*
Eastern Div. Winnipeg to Moncton			31		
Canadian Pacific	2 summits. 5,200 4,308	237	116	23,106	23,051
Great Northern	3 summits. 5,202 4,146 3,875	116	116	15,987	15,305
Northern Pacific	3 summits. 5,569 5,532 2,849	116	116	17,830	17,137
Union Pacific System Omaha to San Francisco	3 summits. 8,247 7,017 5,631	116	105	18,575	17,553
Omaha to Portland	5 summits. 8,247 6,963 3,537 3,936 4,304	106	116	18,171	17,171
Western Pacific, \$150,000 per mile	2 summits. 5,712 5,018	53	57	9,385	5,076
Santa Fe System	6 summits. 7,510 7,453 6,987 7,132 2,575 3,819	175	185	34,003	34,506

* From elevation at Moncton.

N.B.—Southern Pacific railway in Arizona runs for several miles at a level 263 feet below sea level.

As to the cost of the prairie section, we have seen that the first 607 miles from Winnipeg to Wainwright have been opened without costing a cent to the country. My hon. friend the leader of the opposition is very anxious about the security for this loan. I would refer him to the speech of his own leader, Mr. R. I. Borden, at page 3608 of 'Hansard' of this year, and there it is seen, according to Mr. Borden, that with the mere influx of population and the growth of the country in a few years the stock will be selling at \$100 or \$150. I cannot give my hon. friend from Calgary any better authority than his own leader in the House of Commons as to the security the country will hold for this loan. The estimated cost of the prairie section was \$17,333 per mile. That was made up by Collingwood Schreiber, a man of vast experience, and he said that the prairie section should be built for that. Mr. Schreiber was mistaken, and it was not exactly his fault that he made this mistake. He assumed that it was all a prairie road, and I will prove that it was not. The actual cost as constructed is \$35,000 per mile. The cost of construction above subgrade is \$12,000 per running mile. This is an expenditure common to every mile of the road, whether the work be heavy or light. Cost over subgrade includes fences, rails, &c., ties, telegraphs, depots, section houses, turn-tables, engine houses, ballasting, division yards and buildings. The \$12,000 is partly made up as follows:

	Per mile.
Rails..	\$5,500
Track laying..	250
Ties..	2,000
Ballast..	1,000
Turn-table, terminals and engine house..	1,000
Depots..	500
Section houses..	250

Deducting this \$12,000 from the estimated cost of \$17,333, it would leave for the construction of the railway to grade \$5,333. The spirit of the contract was that the government was to guarantee three-quarters of the total cost, and the three-quarters of \$35,000 would be \$26,250. The prairie section is 913 miles long and the present loan

would be equal to \$10,734 per mile, which added to our \$13,000 guarantee, would make a guarantee of \$23,734 per mile on a road costing \$35,000 per mile. We have the first mortgage on the \$13,000. The prairie work amounted to \$12,000 cubic yards per running mile, and in the mountain country it amounted to very much more. The divisional point between the prairie and the mountain sections was fixed at Wolfe creek, 125 miles west of Edmonton. There was no dispute about that, Mr. Kelliher, the chief engineer of the Grand Trunk Pacific consenting to the point fixed by Mr. Schreiber, notwithstanding the heavy work done east of Wolfe creek. The government moved the point which the Grand Trunk called the prairie 100 miles further west, so that the guarantee on the cost of the mountain section begins 125 miles further west. Now, the bridges between Winnipeg and Edmonton cost as follows:

Bridges between Winnipeg and Edmonton.

Bridge over the Assiniboine river..	\$ 35,000
Bridge over the Assiniboine river at St. Lazare..	53,000
Bridge over the South Saskatchewan.	331,000
Bridge and trestle over Battle river.	541,200
Approach thereto..	45,000
Bridge over the North Saskatchewan.	618,000

Other minor bridges between Winnipeg and Edmonton bring up the cost of steel structures and masonry work to \$1,674,800. West of Edmonton, the Pem' as river is crossed by a bridge costing \$20,000, making in all for bridges alone, \$2,000,000 in the prairie section.

This road will not only be able to compete successfully, but will be able to do business at about one half the cost of any other road in the country.

It is now after six o'clock and I do not wish to detain the House with further comments at present. I will have to reserve the remainder of my remarks for another occasion. Let me simply say that my most fervent prayer is that Sir Wilfrid Laurier may be permitted by Divine Providence to see the last spike driven in this national enterprise, and the nation can then say 'Laurier has finished his work.'

