to successful completion the policy, which his predecessors had committed the House and the country. He said: Our proposal was this: We endeavored, in the first place, to obtain some modification of the terms. We despatched an agent to British Columbia, and Lord Carnaryon ultimately offered his good services, in order to arrive at some understanding with that Province; and we reached the understating that we would endeavor to ball a railway from Lake Superior to one Pacific Ocean by 1890; that we should expend a certain smount per annum in British Columbia, after the surveys were completed and fine adopted The line never surveyed sufficiently to enable to reach that condusion till last year, and as soon as we had intermation sufficient to guide us, we adopted the Burrard Inlet route, and immediately advertised for tenders for construction of that line. The hon, the Minister of Public Works has spoken of our departure from the former terms of the construction of this road. Now, what was this departure? We had precisely the same provision of land, and equivalent as to money; only, instead of \$30,000,000, we named \$10,000 a mile, which would have amounted to \$26,000,000, and two-thirds of the land was to be controlled by the Government in respect of sales and management. We also then provided that, in asking for tenders, we should invite tenderers to say upon what additional amount they would require a guarantee of 4 per cent. for 25 years." The on. gentleman also proceeded to say:—
While we let our contracts between Thunder Bay and Selkirk, with a view to get a road opened into that country, it was with the determination to adopt this method, and I explained this several times during my administration. We intended, when we had obtained full completion of the surveys, and finally adopted the route to the ocean. through British Columbia, to endeavour to place the entire work from Lake Superior westward under contract—the contractors as suming the expenditure already incurred, and allowing themselves to be charged with it as part of the \$10,000 a mile to be paid to them on the contracts for the entire line. The hon, gentlemen opposite, and the whole ry, are aware that we solicited tenders in England for some months upon this ground, before hon, gentlemen opposite came into office; also that Mr. Sandford Fleming, the Chief Engineer, was instructed, while in London, to place himself in communication with contractors and financial men, and also to obtain the assistance of Sir John Rose, who, in many things, had been the patriotic agent active, energetic and patriotic agent of the Dominion, with a view to the carrying out of this scheme. I may mention incidentally that while I entirely approve of all these efforts, the hon gentleman was, I think, never called upon to lay upon the table of the House any correspondence that took place between his Government and these capitalists and contractors, and which did not result in their obtaining a contract.

Hon. Mr. BLAKE-Did he ever refuse

Sir CHAS. TUPPER-He never was asked anything so utterly at variance with the first principles of government as to bring down correspondence that could be attended with no possible benefit to the country, but be extremely embarrassing to the Government in its operations.

Hon. Mr. BLAKE-That is the true reason Sir CHAS, TUPPER-I do not hesitate to say that a more unfortunate precedent in my judgment could not be set than for a Govern ment to enter into negotiations with capital ists to ascertain how far they could be prepared to take up a great work and carry it to completion and then bring down the correspondence, which could only reflect the character and standing of the gentlemen interested, and render gentlemen in future, in similar cases, cautious how far they would discuss negotiations with a Government which would later give publicity to those negotiations. The hon. gentleman further said:—"But I am informed that, twithstanding all our efforts, we signally failed in obtaining one single offer (there was one imperfect offer made) for the con-struction of the railroad on those terms which were the grant of 20,000 acres and \$10,000 cash, per mile, with a guarantee of 4 per cent upon such balance as might be represented as necessary. No terms could be more explicit; it would be difficult to mention terms more favorable, and yet the hon. gentleman seems to expect, by his speech, that the colonization scheme, with the 100,-000,000 instead of the 50,000,000 acres and \$30,000,000 current money, is somehow other to succeed in getting the road built Hisown remarks showed to-day that it is ut-terly useless at present for him to expect British railway contractors, or great financial firms to engage in any railroad enterprise on this continent. Much of this is due to the want of confidence which he tells us is experienced in financial circles in Britain, and a great deal is due to the unwise legislation in Canada and the Provinces with respect to railway lines, and to the fact that foreign capitalists have obtained little or no return for the money they have laid out in this country. I have made up my mind long ago that it will be exceedingly difficult for a p. pulation of 4,000,000 so to conduct finan cial transactions connected with the building of that railroad of 2,600 miles, across ar unknown and almost untrodden continent, in many places extremely difficult. I frankly say now, after my experience in endeavoring to accomplish something in that direction that I fear we shall be incapable of accomplishing anything in that direction at present. I need not say to the House that in what he said and anticipated the non gentleman, I suppose, was sincere I suppose when he made this utterance i made in all frankness. The House will read:ly understand the matification I expected to see spread over the hon, gentleman's countenance on learning that all that he lamented he had been unable to accomplish in the official position he occupied in the House, his successors were in a position to present for the consideration of the House. frankly concede, and in doing so 1 only do justice to the sincere, able and energetic efforts of the hon. gentleman, that he did all that lay in his power during his term of administration to put this great work upon the foundation upon which Parliament on two separate occasions, and the people, had affirmed it should be placed, namely, that the work should be done by a private company aided by grants of land and money. sir, the hon gentleman stated on another occasion that "it would have been very easy to commence to grade the road and so keep within the terms of the Union Act. But I scorned to practise any deception in the matter." I assume, throughout, that the that parties with means, desirous of emigrahon. gentleman was acting with entire sincerity, that in all those statements made to the House as to his amine this country, and that the Government great desire to advance this great national of Canada would pay their expenses. It work, he was giving candid utterance to his sincere opinion to the opinion that, whether advantage which has accrued to Canada by sitting on one side of the House or the other. he would be prepared to give an equally Great Britain in relation to this country has zea ous and hearty support to this policy. But in 1878 there was a general election, the result being that my Right hon. triend the last session of Parliament, we found that

taken to carry at all events the work un-der construction to completion, and so sup-plement it as to make it effective for the ob-

acts for which it was designed. A MET POLICY BOT POSSESSES. therefore, were not in a position to effect a y charge of policy, as hon, gentlemen op-posite will see, but we came to Parliament to reaffirm the policy of utilizing the lands of the Northwest for the purpose of obtaining the construction of that wast work. There was every reason in the world why we should adopt that policy in the first instance, and return to it afterwards. Every person knows that the development of this great territory was concerned in this gigantic undertaking, and that, irrespective of the question of the connection of British Columbia, the progress and prosperity of Canada were to be promoted by the construction of the Railway. We also telt that inasmuch as those lands were, as the leader of the late Government truly stated, desert lands, not-withstanding their fertility and enormous extent, and practically as useless as if in a country, so far as Canada was concerned, unless they were developed, and, as it was stated their development could only be accomplished by completing this great national work, we should come back to the House with our original policy. We were compelled to take it up as we found it, and go on with it as a Government work, and make the work upon which so much had already been expended of use to the country. We asked the House to place at our disposal 100,000,000 of acres for the purpose of covering the expenditure in connection with the railway. We felt that by that means we should obtain the means of recouping to the Treasury every dollar expended on this work. Hon. gentlemen also know that we proposed to obtain the co-operation of the Imperial Govmet in a manner different from that in ernment. The hon, leader of the Opposiwhich we were met by them. tion occasionally indulges in a quiet sneer at the result of the efforts of this Govern ment to interest the Imperial Government in this enterprise. Now, it is very well known that, armed by this House with the power of utilising 100,000,000 acres in the Northwest, if they could so secure the construction of the Canadian Pacific Railway, my right hon. friend the First Minister, the Minister of Finance and myself went to England in 1879. I do not intend to lay claim to any great results from our mission as regards the railway, but I think I may claim credit for a fair measure of success that attended our efforts, if not our joint efforts, in regard to the business of our respective departments.
We found the press of England indifferent, if not hostile, to ada. Very suddenly, however, a very striking, a very marked change took place, when Earl Beaconsfield, the Prime Minister of that day, stated openly and in public, the enormous value of the great Northwest of Canada. I do not mean to say he was entirely accurate in all his statements,

about through his personal communication with the Prime Minister of England.

but at all events he was entirely accurate in

the remark that the most lively imagination

could hardly over-estimate the enormous

value of the great Northwest, and the invit

ing character of the field it presented to the

agriculturalists of every part of the world.

From that day to this every person knows the marked and instantaneous nature of the

change that took place in English public

pinion, and in the amount of attention and

nterest concentrated in the Northwest. The

people of this country owe to my right hon. friend this great, beneficial change, brought

Hon, gentlemen know we were then obliged to confess we were not able to bring to com pletion any great scheme for the construc ion of the railway. I venture to say w thought we made some impression on the Imperial Government while in England. think my hon, friend the leader of the Oppo sition, who has sneered at our statement that we had obtained the sympathy of the English devernment in relation to the Canadian Pacific Railway, will find a strong corroboration of our assertion in the intelligence received to-day with regard to the ac The Colonia of that Government. Office have done what they never did before: published authoratatively a document recom-mending Canada as a field for emigration. (Cheers.) I do not know whether the hon. gentleman (Mr. Blake) has seen the news to-day or not, but I am quite sure that as a patriotic Canadian he will be glad to learn that the London Times announces the Imperial Government has promised to bring down a scheme of emigration, assisted by the Canadian Government. So the hon. gentleman may feel he is not quite in a position to repeat, what I am rather afraid was to him a gratifying intimation, that the present Canadian Government had entirely failed in their negotiations.

Hon. Mr. BLAKE.-Allow me to remind my hon, friend that the present Imperial Government is Mr. Gladstone's, and the Government with which he and his colleagues had interviews with the Beaconsfield Govern-

Sir CHAS. TUPPER.-My hon, friend will permit me to point out to him that he is trengthening my argument. From this very place last session, I stated that instead of this Government feeling anxious in consequence of the change of Government n England, we were advised and were of the belief that the sentiments of the members of the new Ministry were of the most liberal character in relation to Canada. My hon. friend will also permit me to inform him that since the advent of the Liberal Government to power the Bight Hon. the Premier, my hon. triend the Minister of Agriculture and myself have been in personal communiwith a number of members of the present Administration, and have impressed upon their minds the importance to the Empire, of the Government of Great Britain giving due attention to the resources of the great Canadian Northwest, so that I do not think my hon friend has made a great deal by his suggestion. I frankly confess that in 1879 the time was not ripe for successfully floating the scheme in connection with the hundred million acres of land, but we sowed the seed and we kept our eyes steadily directed to such means by which the condition of Canada might be greatly changed in relation to the work. My hon friend the Minister

Agriculture has

A STROKE OF GENIUS and perhaps the most happy stroke of genius ever shown by any Minister was that which he exhibited when he adopted the policy o showing the confidence the Government of Canada had in their own country, by stating ting to this country, might select able and independent delegates to come here and exthat single act. The whole sentiment of was again charged with the important Canada occupied in the Mother Country an duty of administering the public af-fairs of this country, and again brought occupied a year before. face to face with this great work. We Hon. Mr. Mackenzis—On Hanlan's ac-

found ourselves then called upon to deal count. Sir CHARLES TUPPER-Hanlan is an agency

with a work upon which a large amount of public money had been expended, and in a that I do not at all despise. way that would prove utterly useless to the | Sir John Magnoward He rows in the same

country unless measures were promptly work as we.

Hon. Mr. BLAKE-You go by redl. Sir CHARLES TUPPER—My right hon. Frand and over the Pembina branch of 85 miles as ays he rows in the same boat as we. I may well the hon gentleman further said: ays he rows in the same boat as we. I may say I am satisfied of this: That all the inment placed at our disposal 1,009,000 acres of land and I have already intimated that we were not able with that grant to arrange for any complete scheme for the rapid construction of the railway. In 1880 we again met the House, and we met it with the same policy we adopted the year before, which was to fulfil the obligations devolved upon us Although we had not propounded the policy of carrying on this work by the Government, we took up the work as we found it. We placed under contract the 127 miles of road which the leader of the late Government had announded it as his intention to build which he had assured the people of British Columbia he intended to build, and which under the terms with Lord Carnarvon, he was bound to place under contract. When we met Parliament with the statement that we were going on with this work, I think we scarcely met with the amount of operation from gentlemen opposite to which we were entitled I do not wish to say anything that would seem harsh to any gentle man on the other side of the House, really do not think the attitude which the Opposition assumed towards this Government, when we were only carrying out the pledges which they themselves had given over their signatures as Ministers, by their votes in Parliament, and by their declarations of policy in this House, in the country and to the Imperial Government, was justifiable. As we were only carrying out what they proposed we had a right to expect to be

THE LIBERAL CHANGE OF BASE The leader of the Opposition moved and in making this motion he mitted a resolution directly i in an tagonism to the policy of the Government which he supported, and to his own recorded utterances on the floor of this house, that we should break faith with British Columbia and with Lord Carnarvon, and that we should give, I was going to say, the lie to Lord ufferin, who stated on his honor as a mar Dufferin, who stated on his nonor as a man that every particle of the terms of agreement with British Columbia were in a state of literal fulfilment. The result of the moving of this resolution was to place on the records of Parliament of 131 to 49 that good faith should be kent with British Columbia, but that we owed in to Canada to take up this work and presecute it in such a way as we believed was absolutely necessary in order to bring it within such limits as would enable us to revert to the original policy of building the road by means of a company aided by land and money; and had we not placed means that section under contract in British Colum bia, had we not vigorously prosecuted the 185 miles wanted to complete the line beween Lake Superior and Red River, we world not have been able to stand here to day laying before the House the best propo sal for the construction of the road that has ever been made to this Parliament. (Cheers) Well, sir, I will give in conclusion the utterance of the hon. the leader of the late Government at the last session of Parliament. He said:—
"I shall not for a moment deny that we intended to carry out the terms of the arrange-ment with Lord Carnarvon, and nothing but the want of means would have prevented up from accomplishing that object, an object which could not but be desirable to any one who wished to see our trade extended. Not merely that the obligation under the Carnarvon terms, but that the interests of the country rendered it desirable that the pelicy should be carried out. " Me one who ooked to the desirable extension of our busi note across the continent could avoid seeing hat if such an extension could possibly b btained without too great sacrifice it would n itself be desirable.'

Sir John. A. Macdonald-Who said that SIR CHARLES TUPPER-The leader of the late Government at the last session of Par liament. The hon. gentleman further said Our policy was this: We believed that th Pacific Railway was undertaken as a grea national highway from one end of the Do minion to the other, and that whatever termination we make of it, near Lake Nipissing, other lines, and we provided for paying a subsidy to some connecting lines east of Georgian Bay. Our object was to have, as speedily as possible, a railway from the waters of the Georgian Bay, to have a connection with the Quebec lines through the Canada Central, as a connecting medium. e • • "Our plan would form a through line to the Ottawa Valley, notably and notoriously the shortest line to the east from our western territories. Hon, gentlemen op posite have given up all the advantages that the Province of Quebec and the Provinces east of that would have derived from our plan, and the President of the Council is not apparently at all disposed to avoid cheering himself because he adopted this course he deliberately injured his own Province and now laughs at the injury he has done. The hon. gentleman will be very glad to find that the President of the Council, who on this side of the House invariably pressed in the strongest terms the prosecution of the eastern link with the Canadian Pacific Railway, is able now to cheer himself not only upon the attainment of the line to Georgian Bay, but on the steady prosecution of a line connecting the great provinces of Quebec and Ontario and all the eastern provinces, by the shortest and most available means with the tertile territories of the Northwest. The hon. leader of the Opposition has indulged, as is his wont, in many sneers on this subject. He to our Quebec friends on this side of the House with having been left out in the cold, and with having been sacrificed. I trust, sir. that now these gentlemen are in a position to receive these taunts with a good deal of equanimity, they will find the hon gentleman as ready to consider what the interests of this great eastern section of the country are, as he was when he supposed that they had not obtained the justice which he thought they were entitled to receive at our hands. . The hon leader of the late Government said he was under the impression that he had done for Quebec everything reasonable and proper, per, and he was quite willing to contrast it with what hon, gentlemen opposite had done. He asserted that their plan promised well for the prospects of the great cities of the St. Lawrence. He confessed that after hon, gentlemen opposite had committed themselves to the building of this road, the late Government were bound, as their successors, to give effect to the plan if possible and they tried their best to do so. Their modification of this plan was all in favor of parties tendering. I have stated to the House that the modifications of the plan of the hon. leader of the late Government undergone a complete change, and when we went back to England at the conclusion of terms they were all in favor of parties tendering; therefore it should have produced to

ders, though it failed in this respect. THE COST OF THE M'KENSIE SCHEME.

The plan of the late Government provided for the payment of \$10,000 per mile for over 2,600 miles of road. It provided more. It provided more nite not only the statements they were enabled to publish shewed not only the rapidity with

This would make the total \$26,000,000 terest he can excite in the sporting world to which add three millions for surveys, elves Canada greater importance in England according to the plan and the hon. gentle-is stated a mement ago, that in 1879 Parlia. man's statement, it would make \$29,000,000, leaving \$1,000,000 to be devoted to the eastern end, to pay the greater portion of the subsidy of the Canada Central Railway if the late Government could have obtained offers invite the hon. gentleman's attention to this statement, because it clothes us, as far as he could, with his approval of the dealing with this very matter. Now, sir, we have accepted an offer,—a better offer than that contained in the hon, gentleman's proposal, as I will show the House in the most distinct and conclusive manner. and I claim from the hon. gentleman that support to which I considered he was nledged to give to this scheme. I did not suppose, when the hon, gentleman in his place as leader of the Opposition, stated that if the Government would do a certain thing, he would support them, that when they he would withdraw that support & read that statement of the hon gentler who said he would scorn to use any decep I believed it, and accepted it, and I hold him to it, bound as he is by this declaration. When I have shown this House, as I will, that our terms—the terms we have laid on the table of the House, are much within the terms he pledged himself to support us in (cheers), I will claim from the hon gentleman the fulfilment of his pledge. The hon, gentleman said the Government did not have any offers made them. Well, sir, why did he not get any offers? It was because the position of this country was such for five years as to make it impossible for hon. gentlemen to obtain any offers in that direction : and, sir, when, under the influences to which I have adverted, the whole tone of the press of Egaland changed when a large body of people, the best class of emigrants that can come to this country, flowed in, alive with excitement with reference to the Canadian Northwest (hear, hear and applause), when, sir, a movement, such as never previously took place, was occupying the attention of capitalists as well as emigrants in England with relation to the Canadian Northwest, and when, under the fiscal policy propounded to this House by my hon, friend the Minister of Finance, the whole financial position of this country was changed, when commercial prosperity had again, under the influence of that change in the fiscal policy, dawned upon Canada (cheers); I say, sir, when the Government of Canada were able to present themselves to capitalists in this country or the United States or in England, and show not that year after year they had to meet Parliament with an alarming deficit, and were unable to provide for it, and were adding from year to year to the accumulating indebtedness of the country, not for the prosecution of public works hat were going to give an impetus to our industries, but merely to enable the ordinary expenditure of the country to be met,-whe that all this was changed, the aspect of affairs in relation to this work was changed When, although under the previous condition of things, my hon. friend opposite could not obtain offers in response to the advertise ment which he published all over the world why, sir, the hon, gentleman might fairl sume that we could not obtain any offer ither, but, as I say, under a changed policy and when the Government had successfull grappled with the most difficult portion of this great work, and shown to the of the world, under the au capitalists thority of this House that 100.000.000 acre of land were placed at our disposal for the prosecution of the undertaking, that we are not afraid to go on with its construction or afraid to show that the construction of the Canada Pacific Railway was a work which however gigantic in its nature, however onerous an undertaking was involved in the work, or however onerous the liabilities in imposed, was capable of fulfilment; when notwithstanding all this, we showed that we were not afraid to go forward and prove t the capitalists of the world that we ourselve had some confidence in this country and in its development, and that we were prepared

to grapple with this gigantic work, the aspec

of affairs was wholly changed.

Well, sir, under these circumstance the Government submitted their policy to Parliament, and they were met by obstruction last session, they were met by a complete change of front on the part of the Opposition in this House and the country. The men who had for five years declared that they were prepared to construct the Canadian Pacific Railway as a public work, the men who had pledged them selves to British Columbia to construct it as a public work, and who had in this House in every way that men could, bound themselves, called a halt in order to obstruct the Government, when we took the only means by which we could remove the difficulty which had prevented the hon. gentleman from obtaining any offers in reply to the advertisement that he had sent all over the country. I hold the advertisement in my hand. It was published on the 29th of May 1876, and it says that "they invite tenders to be sent in before January, 1877, under the provisions of the Canadian Pacific Railway Act, 1874, which enacts that the contractors for its construction and working shall re-ceive lands or the proceeds of lands." Mark the words "lands or the proceeds of lands." They were not only to receive the lands, bu they were to receive, if it were thought desirable, the proceeds of the land.

Hon. Mr. MACKENZIE-The hon. gentlems is not fair in stating that. I am surprised be should make the statement, for if he looks at the Act he will find that the arrangement was for the Government to sell two-thirds of the lands and ther to offer the proceeds to

the contractors. Sir CHARLES TUPPER-I am glad that the hon, gentleman has reminded me of it, for we leave the contractors to bear the entire cost of disposing of the lands, whilst the hon gentleman undertook to pay the cost of disposing of two-thirds of the land, and then give the proceeds to them without any deduction in the price. I am glad that he has reminder I will give the House directly some mentioned it, because it shows how much greater than I am stating were the terms that he offered in this advertisement. Then it goes on to say :- " Or the proceeds of the land at the rate of 20,000 acres and cash at the rate of \$10,000 for each mile of railway constructed, together with interest at the rate of 4 per cent. for 25 years from time ago, repeated the words I used in regard the completion of the work, on any further to the character of the road, by stating that the completion of the work, on any further to the character of the road, by stating that sum which may be stiputated in the conit was a degraded road. That was literally tract, and the Act requires parties tendering to state in their offers the lowest sum, if anv. per mile upon which such interest will be required." the advertisement that was published all over the world, in Great Britain, in this coun- the road to the Red River as a first-class try and, I presume, in the United States, and to which no response was made. I believe, under the circumstances to which I have adverted, that the time had come when we might deal with this matter from a better position. I will frankly state to the House that out of the causes that led to the great change in the public sentiment in relation to the value of the lands in the Northwest and of addway enterprise was the wonderful uccess that was published to the world as naving resulted from the syndicate who had urchased the St. Paul, Minneapolis & Manioba Railway and become the proprietors of

of the prairie lands in the Northwest and the extent to which they could be made valuable for the construction of such lines. It attracted the attention of capitalists to a degree that had a very marked influence undoubtedly upon the public mind in relation to this question. I may further frankly state to the House, because we have nothing to conceal, that when we decided that it was desirable for us to ask intending contractor and capitalists on what terms they would complete and take over the road of the Canada Pacific Railway, we placed ourselves in communication with all the parties whom we had any reason to suppose would have any intention to contract, for the purpose of getting their lowest possible offer. As my right hon. friend has stated, there were Canadian and American capitalists made proposals for the construction of the remaining portions of the work. The Government proposed to complete the line from Thunder Bay to Red River; we proposed to complete the contracts that were placed in British Columbia, in the cascade of the Fraser River, and to carry on the line, for it was an absurdity for the terminus of the Canada Pacific Railway to be at a place where there was only a depth of three feet of water, however advisable it might be for a temporary purpose. We proposed to complete ultimately 90 miles long of a line from Emory's Bar, to be constructed down to the tidewater at Port Moody, the harbor selected by the hon. gentlemen opposite as the best terminus for the Canadian Pacific Railway. We are always ready and prepared to give all the credit and praise that we possibly can give to our friends opposite, and we evinced t by the adoption of the place which the ion, gentlemen in their wisdom had chosen as the terminus.

Hon. Mr. Blake-Yes, you said that it was premature. Sir CHAS. TUPPER-I did say that it was premature, and before acting exactly in conormity with that we believed the Northwest should be examined further before adopted that route. We considered all the routes, to see which in our judgment was the best, but we thought further investigation should be made before finally deciding. After doing so, I found, notwithstanding some advantages in the northern route, that we were prepared to endorse the wisdom of the hon. gentlemen as to where the port for the terminus should be. We then got proposals to complete the line from Thunder Bay to Red River, from Kamloops to Emory Bar, and ultimately down to Port Moody We asked the parties upon what terms they would undertake to build the remaining portions of the line from Nipissing to Thunder Bay, the distance being about 650 miles. We asked also upon what terms they would undertake to complete all the line from Red River westward to Kamloops and take over and run the whole road.

Hon. Mr. MACKENZIE-Will you place copy of these propositions as you made them

Sir Chas. Tupper—Yes, I have no object tion to do so, but it will give the hon. gen-tleman no additional information to what I have already stated as having been decided.

Hon. Mr. MACKENZIE—And also the names of the parties to whom it was made? Sir CHAS. TUPPER-I may say to the hon

gentleman that it was communicated. Hop. Mr. MACKENZIE-Not by public ad

ertisement like mine. Sir CHARLES TUPPER-It was not, and I hink we could have taken no better means of defeating the object we had in view than he very course that the hon. gentleman had taken. It was enough to deter anybody from looking at us, seeing that no offer could be obtained. We took a

which has been crowned with success. By

placing ourselves in communication with paro were likely to make any propositions we have the pleasure now of laying before the House a proposition to which in its character and details I shall invite more closely the attention of the House in comparison with the proposal previously made have stated to the House that the contrac which is now laid upon the table, and which this resolution asks the House to adopt secures the completion and the operation hereafter of the Canada Pacific Railway by private company, aided by a grant of money and lands upon the most tavorable terms that et by have ever been submited to this House, or that have ever been provided by any person readily understood. I will now take up in for the nurnose of securing that object. I will give the data and the definite information for the grounds on which I base that statment. I may state that I have had a careful estimate prepared and have laid it upon the table, of the amount of money required to complete all the road now under contract and those portions of the road that are to be constructed by the Government, and it amounts in round figures to \$28,000,000.

Hon. Mr. BLAKE-Is that inclusive of all that has been spent?
Sir CHARLES TUPPER—It is every dollar of expenditure that will come out of the Treasury of Canada for the existing contracts and for the completion of the road that is to be built by the Government.

Hon. Mr. BLAKE-Are these figures intend ed to represent the total cost of these works, including what has been spent?

Sir Chas. Tupper—Every dollar of expenditure. It will be remembered that a year ago I made some remarks in this House, and I am told that some hon gentlemen would like to have copies of the speech that I made on that occasion. I can only say that so far as the limited supply in my hands will enable me, I shall be very glad to comply with their wish, because I am not at them up to the belief that these lands are all unwilling that they should read, mark worth a dollar an acre. I despair of getting learn and inwardly digest its contents, and, them further than that, even with that pohold me responsible for them.

Hon. Mr. BLAKE-I thought I had heard much of this before.

Sir CHAS. TUPPER—The hon. gentleman says that he has heard it before, but I have mainly occupied the attention of the House with the more eloquent and able statements with the more eloquent and able statements disposal of the Government of the character for the constitution of the Canadian Pacific Railway. How I had done him some justice, but after that has that proposition been treated? Why, sir, reminder I will give the House directly some further statements which he will undoubtedly receive with more pleasure than anything of a more original character. I may say to the House that we submitted to the House the estimate of the chief engineer. It was published in a pamphlet which was used in the debate. The hon. gentleman, a short and specifically correct, for I stated to the House that in the position the Government That was the tender sent out, obliged to deal with it as a Government work, we felt compelled, after constructing road, which we had carried out in accordance with the specifications and plans of my hon. friend opposite, to carry the road across the prairie, of the very cheapest description of road that would answer for the business of the country, and be in the first instance a colonization road. The House will rememthe work done in the mode in which we proposed to deal with it. That included \$80,000,000 as the portion of money required for the road and the money expended upon surveys. Hon Mr. BLAKE-Does the \$84,000,000 in-

clude that? Sir Come Turren-Yes; the \$84,000,000 in-

over the Georgian Bay branch of 85 miles, which railway construction in private hands cluded the Pembina branch survey, which could be carried ea, but it showed the value was estimated at \$1,700,000. I may state this estimate which I have laid upon the mate that I could table differs in some measure from the esti-We determined not to be in a en exceeded Hon. Mr. MACKENZIM—Which contracts?

Sir CHAS. TUPPER-All the contracts be ween Thunder Bay and the Red River. Hon. Mr. MACKENZIE-Does the hon. gen leman say that he prepared these contracts, and that they were prepared in his time?

Sir Chas. Tupper—I say that we twice

ostponed the advertisement in order to get the most specific defails. Hon. Mr. MACKENZE—What I wish to know is whether the specifications were

and the time when they were received? tertained tenders at all, in addition to the time that elapsed between the change of Government and our entering into office we was the best. The hon. gentleman should not, therefore, interrupt me with such ers, so that the specifications might be made with sufficient accuracy. This estimate, that is now prepared by the present engineer, and which I have laid on the table of the House-

WHAT THE COMPANY WILL PAY. the \$28,000,000-covers all the money that has been spent up to the time, and all the money that judgment, in the light of the present in our that is now proceeding, will be required to complete it as required by the contract on the

Hon, Mr. Anglin-The Yale-Kamloops

Sir CHARLES TUPPER-The Yale-Kamloops section and everything. I have already stated that the amount that is put in for engineering, apart from the construction, is \$1,600,000, and I draw that as a distinction between the \$3,000,000 extending over the range of the Canada Pacific Railway generaly, and which has no relation whatever to the cost of this particular work that we are now handing over, as they have no relation in this sense, that they do not appertain to the construction of that particular work.

Hon. Mr. Blake—They were part of the expense of finding the route on which the road was to be built, and therefore part of the

cost of it. Sir Chas. Tupper—If the hon. gentleman will look at the Canadian Pacific Railway Act of 1874 of his hon. friend Mr. Mackenzie he will find that it distinctly states that these surveys are not necessarily to be paid for by the parties entering into the contract.

Hon, Mr. MACKENZIE-It says that is a matter to be provided for after the contract s entered into. Sir Chas. TUPPER-I stated frankly that

the laws provided that it might or might not be a charge on the contractors, but when i was left in that way it was not likely to be a charge on them.

Hon. Mr. MACKENZIE—It is a charge on the

country at all events.

Sir CHAS. TUPPER—This estimate which has been laid upon the table does not include the cost for surveys that a year ago I sepa ated from the \$80,000,000 required for the Canada Pacific Railway, but it does include all the other expenditures, as we believe that it had been made, and all that will be in olved in order to bring that work to completion. I will now draw attention to the estimates of the contract as laid on the table of the House. The estimated distance, and the distance which is contracted for and which is binding on the contractors, is 2,627 miles, and I may state that, suppose the contractors were to change the route, suppose they were to go north of Lake Nepigon inead of south of it, and add fifty miles to the ength of the road, they would not receive an additional dollar over and above the amount stated in the contract.

Sir Albert Smith-Suppose they shorten

Sir CHAS. TUPPER-If they shorten it I shall be very glad to find that they do, and they will receive the amount stated in the contract it they do. We have chained the route as I say, and the distance is 652 miles, but it is not very easy to locate a railway for construction quite as short as the the contract all these propositions in the order in which they have been laid on the able in this House, the order in which they have been voted by this Parliament.

A GOOD BARGAIN.

I will take up the proposition of 1873, the authority that Parliament gave to the them Government to secure the construction of the Canadian Pacific Railway. It was a cash subsidy of \$30,000,000 for the 2,627 miles (1 am putting the mileage upon the present route for the purpose of contrast), and the land grant of 50,000,000 acres, -20,000 acre per mile for the Pembina branch, making 1, 00,000 acres, and 25,000 acres per mile 120 miles for the Nepigon branch, making 3,000,000 acres; so that Parliament in 1872 voted 54,700,000 acres. If you estimate the land at some particular value for the purpose

Hon. Mr. BLAKE-Hear, hear. Sir CHAS. TUPPER—Call it one dollar per acre, and I am sure that, unbelieving as my hon. friend the leader of the Opposition is, and wanting in confidence as he has induced the leader of the late Government to become in the value of these lands, I am almost sure that, with the help of the Globe, I could work tent assistance, but I hope to bring them up to the belief that these lands are worth a dollar an acre. For purposes of comparison, then, we will call it worth a dollar an acre. This Parliament voted in land and money a subsidy of \$84,700,000, and placed it at the disposal of the Government for the construcas I have stated, a company was forme contract was made with them, under the terms of which they were clothed with all the powers and means that we could give them to command the money markets of the world, and they could not do it. Hon. Mr. Anglin—I thought it was he who

spoiled it. Sir CHARLES TUPPER—The hon. leader of the late Government has ever since poured unlimited ridicule on that proposition. He has always considered those terms inadequate to secure the construction of the great Pacific Railway. The hon gentleman on the platform, in my presence, declared that we might as well offer \$10 as \$30,000,000 and 50.000,000 acres of land to secure the Canadian Pacific Bailway. From that day to this—not quite to this, but until a few months ago—until the contract was made, every person in this country had been led to believe (our own friends as well as our op-ponents) that the hon gentleman was right; that those terms were inadequate, and the er that that estimate was for \$84,000,000, for experience of our Government and the subsequent five years of the late Administration had gone to prove that they were inadequate; and the hon. gentleman will find that last year, when I was in extremis, when dian Pacific Railway, and I find, sir, that I

House, for what I submit is a degraded mate laid upon the table last year, and I will road, was \$80,000,000. I now come mate laid upon the table last year, and I will road, was pool,000,000. I now come tell you frankly why. We stated that we to the proposition of 874, and what does that had made our calculation upon the outside show? The hon, gentleman got this Parliament to vote him for the construction of 2.627 position to have to say to the House that the estimates upon which the money had been to Burrard Inlet, for 85 miles of the Pembina voted for the construction of the railway had branch and for 85 miles of the Georgian Bay branch-2,797 miles-all of which are contained in the Act, and all declared to be treated on the same terms, and entitled to the same amount as if they were on the main

Hon. Mr. MACKENZIE—I was not award that that Act declared Burrard Inlet to be

the terminus. Sir Charles Tupper-The hon gentle in ought scarcely to interrupt me with a captious objection of that kind, which ha nothing to do with the question. He knows changed between the issuing of the tenders that, as a matter of comparison, I must take a definite route, and he knows also that he Sir Chas. Tupper—All I can say is that was dealing with the Burrard Inlet route, bebefore we sent out the specifications or encause he was dealing with the route that should decide was best, and he did decide that the Burrard Inlet route a frivolous objection which has nothing to do with the subject, but which is calculated to draw measide from the argument. Well, what did it amount to? It amounted to this

that with the shortest route-Mr. MACKENZIE-No.

Sir CHARLES TUPPER—The shortest route, because if the hon. gentleman takes any other practicable route he will increase the distan.

Mr. MACKENZIE-No. Sir CHARLES TUPPER_Yes.

Mr. MACKENZIE-Not the shortest. There re shorter routes.

Sir CHARLES TUPPER—I come to the Actthe law put on the statute book by the hon. gentleman himself—the authority that this Parliament gave him to construct the Canadian Pacific Railway and what does it enact? It says that on this 2,797 miles, including the main line and branches, he got voted not by estimate but by authority of a statute to use \$10,000 per mile for that distance, which is \$27,970,000. and he got authority to give 20,000 acres of and for every mile of that distance, which

amounted to 55,940,100 acres. Hon. Mr. BLAKE-Not on every mile, Sir Charles Tupper-On every mile, as the hon, gentleman will see by the Act of 1874. Hon. Mr. Blake—I thought the contract for the Georgian Bay branch was not based

on a land subsidy at all.
Sir Charles Tupper—This was Mr. Foster's contract, which gave 20,000 acres of land, and if the land could not be got along the line, it was to be taken anywhere else in

Hon. Mr. MACKENETS We do not own the land there at all.

Sir CHARLES TOPPER-It had to be got in the Northwest. Hon. Mr. MACKENZIE-That is perfectly

well known. Sir CHARLES TUPPER-The contract makes a doubtful question whether it could be btained from the province of Ontario or not. At that time the hon, gentleman had some hopes of acting on the sense of justice of the province of Ontario, and he might have ob-

tained some land from them. Hon. Mr. MACKENEIR - Formal application

was made. Sir CHARLES TUPPER-Yes, but not successfully; that Act also provides for four per cent. on such additional amount as would be required by the contractors in order to build the road. The hon, gentleman published his advertisement for six months without getting any response. Now, how shall we arrive at the amount that was to be paid, in comparison with the other contract? There is a very satisfactory mode The hon. gentleman let the contract for 85 miles, and although I am prepared to admit that that portion of the road is more difficult of construction than a great deal of the Pa cific Railway, still the hon. gentleman will not deny that it is a very fair average.

Mr. Mackenzie—I do.

Sir CHARLES TUPPER-Then, sir, I have lost confidence in the hon. gentleman altogether. Has the hon. gentleman forgotten that when the Foster contract was cancelled, and we stated that he was not as wise in letting this contract as he might have been he scouted the idea, and said there was no difficulty what ever, and that the contract was not abandoned

Mr. MACKENZIE-I could only state what

the Engineers stated.
Sir CHARLES TUPPER—I have no doubt, when the hon. gentleman made that state-ment, he believed it to be the truth. If the hon, gentleman will look at the line north of Lake Superior and examine the character of a considerable portion of it and then examine the character of the line from the canvons of the Fraser River or from the foot of the Rocky Mountains and thence to Kounloops, Emory's Bar and on to Burrard Inlet. think he will agree that the Georgian Bay ranch is a fair average of the whole line When the hon, gentleman advertised he obtained a tender from Mr. Munson, of Boston, at four per cent on \$7,500, while the Foster tender was four per cent on \$12,500 and the other tenders were vastly beyond that sum. Mr. Foster became possessed of the lowest tender-that is Munson's; a contract was made with him, and that contract I have in my hand. You will find that it provides for paying Mr. Foster \$10,000 in cash per mile, 20,006 acres of land per mile, and four per cent for 25 years on \$7,500. But I must remind the ouse that after Mr. Foster had gone to New York and exhausted every effort he could make in England, he found he could not get a capitalist in the world to invest a dollar in his contract; so that when I take that contract as a fair average of the cost to be added to the amount for which the hon. gentleman had authority from Parliament to use. I think I have taken an average which every business man will admit is a moderate one. The interest, at four per cent, on \$7,500 is \$800 a year per mile, and

Hon. Mr. BLAKE-Why do you capitalize Sir Chas. TUPPER-I don't capitalize at all. but it would have be paid in money as the other is paid. Let the hon, gentleman apply that principle to this \$25,000,000 w are to pay the Syndicate, and he will find that it means a very much less sum too. The hon, gentleman will find that by the terms under which Parliament in 1874 authorized the late Government to secure the construc tion of the Pacific Railway, the amount to be paid in cash was \$48,947,500, which, with 55.940.000 acres of land at \$1 per acre, would make \$104,887,500 the lowest amount, as the hon, gentleman must admit, which could represent accurately the amount to be expend-

adding that to the amount I have stated and on the 2,977 miles we have \$20,977,500

ed upon that scheme. It being six o'clock the Speaker less the

AFTER RECESS.

chair.

Sir CHAS. TUPPER, resuming, said :- Mr. Chairman, when the recess took place I was dealing with the question of the amount that Parliament had placed at the disposal of my hon, friend the then leader of the hat last year, when I was in extrems, when dian Pacific Railway, and I find, sir, that I was met by hon gentlemen opposite, raising a hue and ory that we were going to ruin this country by the construction of the construction of the construction of the construction of the distance from Nipissing to Burrard Inlets was 2,627 radies; I must add forty