to that distance, making greater a the amount which, after the elections of 1874, Parliament placed at the disposal of the leader of the Government for the construction of the railway, because you will remember the then Government located the terminus of the railway, not at the Callendar Station, where it is now and where it was first located by the former Government, but 40 miles south of that point. Therefore, under that act the hon. gentleman would not only have been obliged to spend \$104,887,500 at the lowest computation, but to provide for the construction on the same terms, of 40 miles more to bring the railway down to the terminus as located by the then Government. That will add \$400,000 in cash, \$300,000 in money at four per cent. on \$7,500 per mile for 25 years, and \$800,000 in land at a dollar an acre, or \$1,500, 000 annually to make the estimate strictly ment had placed at the disposal of the Government of my Right Hon. friend (Sir John Macdonald) in 1872 \$\$4,700,000 for the construction that ment had placed at the disposal of the Government of my Right Hon. In 1872 \$\$4,700,000 for the construction to the more than a pear ago was to the cost of this road and the liability that more than a pear ago was to the cost of this road and the liability that more than a pear ago was to the cost of this road and the liability that more than a pear ago was to the cost of this road and the liability that would be incorrect as cost of \$78,-000,000. My hon. friend the leader of the Opposition, no longer than a year ago was good enough to give the House his opinion as to the cost of this road and the liability that would be incorrect. the work, that Parliament had placed \$104,887,500 at the disposal of the leader of the Government in 1874, to which we must add the \$1,500,000 to which I have just referred, I now come to

THE PRESENT CONTRACT, which is laid on the table of the House for its consideration, for a portion of the line from Fort William to Selkirk, 410 miles, the Pembina branch, 85 miles, and a portion from Kamloops to Burrard Inlet, 217 miles, all of mounting to 712 miles, when the whole line is completed, is to be handed total amount expended and to be expended within ten years from the lat of July next by the Government, including everything, is \$28,000,000. The Government have cost to the country at the esagreed to pay in addition to the timate hon. gentleman opposite placed on \$28,000,000, \$25,000,000 and 25,000, the lands, of \$78,000,000. 000 acres of land, making a tota subsidy in cash of \$53,000,000, and in land, estimating the 25,000,000 acres at the same rate that I have estimated the land under the contract of 1873 and under the Act of 1874, at \$1 an acre, of \$25,000,000, or a total amount of \$78,000,000. I think, sir, warranting the statement with which I commenced my remarks, that these terms are greatly below any terms that have previously been sanctioned by Parliament. The matter then stands thus: under the contract of 1873 \$84,700,000; under the contract of 1874 \$104.887.500, with \$1.500.000 added to bring down to the point at which under that act it was to be commenced under the contract of 1830, now laid on the table of the House, \$78,000,000.

Now, sir, let me draw the attention of the House for a moment, in order to show that in taking the Foster contract as the base of calculation as to what the cost under the Act of 1874 would have been, if it could have been accomplished at all, it was a reasonable estimate, an estimate, in fact, below the mark, to the words of the leader of the late Government with reference to the character The hon. gentleman said, of that section. will be found in the Hanserd of 1876 :-"Because he would probably refer to this matter at another time in the House, he would now simply say this: that what was published in many newspapers as to engineering difficulties encountered in this relation was entirely fallacious. No difficulty had been experienced in obtaining the grade that was required in the original contract, the gradient not exceeding 28 feet per mile for the country eastward and 52 for the country westward. In only two places was there any difficulty in securing these gradients; these the engineers assure me can easily be overcome. The explorations in the immediate vicinity of French river show that the line traverses a rocky though not hilly country." This shows that I have ground from the opinions of the hon. gentle my statement that that would be a fair esti-

THE VALUE OF THE LAND.

I will now draw the attention of the hon gentlemen opposite to my authority with re-ference to the terms. This may be necessary, as the position now taken by the Opposition, as may be assumed from that taken by the Globe, is that it is idle to talk about estimating the land at \$1 per acre, when everyone knew it was worth \$2 per acre. Well, I shall be only too glad if that can be established, but it will not do for the leader of the Opposition or the leader of the Government to meet on that ground and I will show you why I draw the atten tion of the committee to the statement made by the leader of the Opposition (Mr. Blake), when we were discussing the Foster con-tract, and I had ventured to value the land at \$2 an acre. That was in 1875, and the hon. gentleman will find his remarks on page 541 of the Hansard. The hon, gentleman said in reference to that point :- " It is an entirely absurd calculation to say that these 1. 700,060 are worth \$2 an acre to this country Even valuing them at \$1 an acre would in my judgment be an excessive valuation." Then the leader of the late Governmen gave his opinion on the subject; the hon. gentleman said:—"I do not place their value at \$5 an acre; I wish I could say that they were worth \$1 an acre." But whatever the value may be, I am confident I express the views of the committee when I say that whatever value may be obtained for them over \$1 per acre, and I hope it will be greatly over that rate, will be obtained not in eir present position, but in consequence of the construction of the Canada Pacific Railway. In 1879 the hon. gentleman said -" I do not understand why the hon, gentleman anticipates a larger revenue from the lands to be sold, because it is absolutely indispensable, in order to induce settlers to go into the country, that we should furnish them with the lands free of charge. Does the hon. zentleman imagine that settlers will go to the Northwest and buy lands at \$2 an acre when there are millions of acres of land offered for nothing in the United States?"

Sir John A. Maclonald—Hear, hear. Sir Charles Tupper-If we are able to make these lands worth \$2 an acre, we will do it by the agency now proposed to con-struct the railway by the expenditure asked for the purpose of ensuring its construction. The leader of the late Government also said "We must, therefore, make up our minds if we are to settle that country, it will be done only at the expenditure of a large amount of money to aid settlers on going in and giving them land free after they get in. That is my conviction. If the hon, rentleman's expectation should be realised of getting \$2 per acre for those 100,000 acres. I will confess to him that I have been utterly mistaken in my ideas upon this submuch for the value of the lands. Now, sir, as to the cost of the work. I have estimated the lands a \$1 per acre, but I will assume for the sake of meeting the present views of the hon gentlemen epposite half way, that they will be worth \$12 an aore, and we will see then how the account will stand as between then gentlemen and ourselves, how far my statement with which I opened this discussion will be have out If you walke the den will be berne out. If you value the ands at \$11 per sore, the contract of 1873, bunded upon the offer to secure the construcon of the Canadian Pacific Railway to the ilan Company, will show a total of \$112,-50,060; how will the account then stand? polying the same principle to the Act of it will show \$132,857,500 placed at the osal of the Government of my hon. friend its for securing the construction of the flacing the lands at \$1.50 an acre, he second we have faile be fits table shows it is quite impossible to expect the road to

so much a total of \$90,500,000. If we go the whole ich, after length the Globe asks, and I do not say it is unreasonable, and assume those lands to be worth, after the construction of the road, \$2 an acre, the account stands thus as be-tween these various proposals:—The proposition of 1873 placed at the disposal of the Government lands at \$2 an acre worth \$139,406,000. At the same estimate the value of the lands placed at the disposal of the late Government was \$160,825,500. The present proposition at \$2 an acre reaches a total of only \$103,000,000, or less than the amount at \$1 an acre placed at the disposal of the late Government by Parliament. I think this statement ought to be tolerably satisfactory. I will now give hon, gentlemen opposite an authority as to the cost of this work about to be undertaken that I think they will be compelled to accept. On the 12th of May, \$35,000,000, and from the point which Mr. Fleming calculates as the centre of the Rocky Mountains, eastward to the junction with navigation, would probably that." be \$100,000,000 or something of the late Government, the then Minister of Public Works, and submitted to Parliament on the authority of his own engineers with all the judgment and experience that could be brought to bear upon it, that \$100,000,000 would be required for the road from Lake Superior at Thunder Bay to the Pacific Ocean, and yet the present proposition over as the property of the Company. The secures the construction of the entire road THE VIEWS OF MR. MACKENSIS IN POWER.

One would have supposed the member

for Lambton would have stood aghast at

tion of the road mentioned, and would have

abandoned it as beyond the resources of

Canada. But standing as the Prime Minis-

ter, and weighted with the responsibility which rests on such a high officer, he felt he

must not shrink from his duty and he stated

such an estimate as \$100,000,000 for the por

as to the section in British Columbia, that would cost \$35.000.000, "we propose to pro seed with it as rapidly as we are able to of tain a completion of surveys." He also proposed to expend \$100,000,000 if necessary t connect the waters of Lake Superior with the tidal waters of the Pacific. The leader of the late Government also said :- "We frankly recognize the failure of the attemp to give a fictitious value to lands in order to get English capitalists to take up the railway, but we also frankly confess the necessity of building the railway
by direct money subsidies or a combined ystem of giving both money and land. The hon. gentleman gallantly performed hi duty, and did not shrink from the respon sibility, arduous and responsible as was his position. He said:—"We propose to give \$10,000 per mile, and a grant the same as that proposed by the late Government of 20,000 acres, and we invite intending cometitors to state the amount for which they will require the guarantee at 4 per cent in order to give them what they may deem a sufficient sum wherewith to build the road. We know that some think \$10,000 per mile and 20,000 acres of land, supposing they realise on an average \$1 an acre, will not build the road. It would more than build i in some parts, but from end to end it is evident it will not build it. The Intercolonial Railway will cost about \$45,000 a mile traversing on the whole a very favor-able country. The Northern Pacific Railway in the accounts published by the Compan has cost, so far as it has been carried, that to Red River, \$47,000 or \$48,000 per mile i ound numbers. That road traverses almost wholly a prairie region, easily accessible, and where materials were easily found, and is alogether quite as favorable as the most fa orable spot of any part of our territories, with this advantage, that it was much neares to producers of supplies than any portion of our line except that on the immediate borders of lakes. The Central Pacific we will not touch, as the cost of that road was so enormous as not to afford any guide at all ecause of the extraordinary amount of jobbing connected with it, but judging from the cost of our own railways, we have reason to suppose it will not be possible to construct this line from end to end at a less price than \$40.000 per mile, and it may exceed that by several thousands of dollars. Parts of it will of course exceed that very on the whole of sections east of the Rock Mountains something in the neighborhou of that figure will cover the outlay." The leader of the late Government further stated that the road could not be built as a commercial enterprise, and expressed a desire that the gentlemen who undertook that responsibility should show him how it was possible to construct a railway 2,500 miles long with a population of four millions, passing during almost its entire length th an uninhabited country, and for a still greater portion of its length through a country of very rough character. I am glad the time has come when, in response to the hon. gentleman, we are in a position to show him how that gigantic work can be accomplished and upon terms more favorable than any the most sanguine person in this country ventured to look for, and I ask the hon. gentleman not

House to the tact that when this road is constructed THE LIABILITY RESTING UPON THE COUNTRY

to forget, now that he is sitting on the Oppo sition benches, that in estimating the cost as

a Minister he felt he would not be doing his

duty if he did not draw the attention of the

will not be discharged but just commencing. The hon gentleman went on to say:—
"Supposing it only takes the minimum amount estimated by Mr. Sandford Fleming, \$100,000,000, you have a pretty good appreciation of what it would cost the country, the end. When you double the debt of the country you will not be able to accomplish orrowing of the sum of money that would be required to build the road, paying the attendant expenses of management and the debt and everything else connected with it." The hon. gentlemen opposite last session also enforced very strongly on our attention the fact that if we went on with this work as a Government work and stood pledged in the face of the country and of the financial world to an expenditure of eighty to a hundred million dol-lars for the construction of the railway, we could hardly be surprised if it increased the cost of money we were obliged to borrow in the money markets of the world. He said :-"If you add str per cent. upon the minimum amount to the existing obligations of the country, you will have in addition to our present annual burdens six millions of dolars, which, added together, would make a continuous application of twelve millions of dollars before you have a cent to apply to said:—"Then from Battleford to Edmonthe ordinary business of the country." A ton, it is reported by the engineers as the ordinary business of the country." A rather startling ground for the hon gentleman to take, but one which commended it.

| Said :-- Then hold battern to to, it is reported by the engineers as thirteen miles very heavy; this I estimate at \$60,000 a mile, being \$10,000 less than the self to all those who listened to other heavy work east of Selkirk." I hope that when the hon gentleman's address. The hon. member for Lambton continued :—
"Then we come to the consideration of what
"Then we come to the consideration of what would be the position of the road after it covers 13 miles, which he esemption was completed.

considering the difficulties of climate, and with the ordinary traffic, the road will require renewal, by eleepers and rails every eight or ten years on an average." First, we would pay \$100,000,000 to build the road, next. \$2,000,000 annually to operate it, subject to the deduction of whatever traffic the road received, and thirdly, we would have to renew sleepers and rails every eight years unless we used steel rails. This is the pleasant picture which the hon gentleman himself drew for the consideration of the House and country, and now it appears he hesitates to secure the construction eration of this road forever at a cost of \$78, tention to his own estimate, as he then gave it. He said:—"Again, of course, the through traffic depends on the road being first-class and we must remember that after we have be \$100,000,000 or something like spent all the hon. Minister proposes, we shall the hon manister proposes, we shall have not a Pacific, but a colonization road. According to the old system of construc-tion, that central section would cost including the other items I have mentioned altogether over \$42,500,000, leaving out entirely both ends. What are the ends to cost \$45,000,000 is, as I have stated, the cost from Edmonton to Burrard Inlet on the west, and from Fort William to Nipissing on the east. The hon. member for Lambton estimates it at a length of about 650 miles and a cost of \$32,500,000; thus the ends make up together \$77,000,000, the centre and the past expenditure \$42,500,000, making a total of \$120,000,000." And yet the hon. gentleman is startled and astounded, and exhibits the most wonderful alarm when he finds a pro posal laid on the table of the House to secure the construction of all that work, which a the cheapest rate was according to him to cost \$120,000,000, for \$78,000,000. And the hon. gentleman proceeded to say that besides this enormous expenditure to which he had referred and this agregate he did not know how many millions, interest on which would be six millions a year, they had to consider running expenses which Mr. Flem ng estimated at eight millions, and which his hon. friend estimated at the gross sum of \$6,750,000 a year for the whole line, or \$4,500,000 a year from Fort William to the Pacific. Of course against this sum was to be set receipts which in some sections perhaps would meet expenditures, but in the early days, if not for a long time, he believed the road would have to be run at a loss." I know that this is an authority for which the leader of the Opposition has most profound respect (cheers and laughter) and I trust that in submitting such criticisms, as in the interests of the country every great measure of this kind o receive, the hon. gentleman will not lose sight of the position he took in criticizing our proposal twelve months ago. I will again revert to the criticism with relation to the cost, of a more valuable character than that of the leader of the Opposition.

> like this deserves, but does not always re-A LIBERAL AUTHORITY

But I will give the House an opinion which I estimate more highly than that of

the leader of the Opposition, and that is the opinion of the gentleman who for five years

is leader of the Government of this country

dealt with this great question, and was

ceive.

No person perhaps esteems the hon, gentle-man's ability certainly as a special pleader,

higher than I myself, or his general judg-

nent when he gives questions the fair, can

did unbiassed examination which a question

daily and hourly conversant with all its details, I mean the leader of the late government. after all his experience, and after the experience of a year in opposition as well as of five years of administration, he undertook to give to the House his estimate as to what the road would cost, and I frankly confess that I a.m not for a moment disposed to question the value of his judgment. He said:—"1 will take the description of the engineers themselves as to the character of the work apon the several sections from Fort William o Selkirk, and carry out figures elsewhere en the same description. Seventy miles were escribed as heavy, 228 miles moderate, and 114 miles light; and, in order to reach the \$18,000,000, which the engineers had recently estimated, they would have to take the mile; the 226 miles of moderate \$39,000, and the 114 light at \$20,000, making. altogether, with the rolling stock valued at \$1,656,000, \$18,000,000. From Selkirk to Sattleford, the first 112 miles are described as light, which, with the rails, fencing, etc., might be estimated at \$14,000 per mile, or 1,000 less than the Pembina Branch; and the second 100 miles I have taken and cal-culated as to the materials furnished by Mr. Marcus Smith, and I do not believe that any gradient can be obtained on that section o build the road at less than \$20,000 per mile." Subsequent events have thrown perhaps a good deal of light on the tenders sent in and contracts undertaken. No progress was made on the contract, as the non gentleman knows, and judgment which the hon. gentleman has given as to cost, had thereby received very considerable confirmation. He further said: "We have in some miles a quantity of 39,000 cubic yards of earth to move, and all grades steep, only kept fifty-three feet to the mile many of them are fifty-three feet. The average of We have, in short, 1,600,000 yards of earth to move which, at the lowest price per yard obtained on other roads, say twenty-five cents on the average, this of itself will cost \$400.000." • • • • "This was almost the exact value of the earth work alone, leaving nothing for bridges, ties, rails, building fences, and other items." * * * "From the end of the second hundred miles to Battleford we have 377 miles. This is not any heavier on the whole. There are some more formidable bridges, but the line is further off for the carriage of the rails. I place that section at \$21,000 per mile." I draw the attention of the hon gentleman to this now, in connection with the amount proposed to be paid under this contract for the central section. As I have stated, opinions which the hon. gentleman has formed after long experience, as to the lowest amount at which it could be constructed, are entitled to very great consideration.

Mon. Mr. MACKERSES—You did not give nuch attention to them a year ago. Sir CHARLES TUPPER—The hon. gentleman says I did not give much attention to them a year ago, but looked at in the light of subsequent events, I am disposed to admit that there is a great deal in the argu-ment of the hon. gentleman. He again We have Mr. Fleming s au- \$60,000 a mile, \$10,000 less that for the

favorable region, and he stated that the which I have the honor to submit to Parliaamount I submitted on estimate last year was \$1,750,000 for the Pembina branch, but that included more than my estimate now includes for the Pembina branch, and ly in 1874 for the construction of the Canafor the reason, as hon. gentlemen will see, the heavy expenditure charged to that branch for workshops, rolling stock, etc., will now devolve upon the company, and consequently now reduce the estimate to \$1,500,000

Hon. Mr. MACKENSIB-Give us a detail of the reductions. Sir Chas. Tupper—All I can say is, that I ook the estimate of the engineer, charging that was fairly chargeable to that roadbuildings in connection with its operationand the amount of the Pembina branch was therefore placed at \$1,750,000. We now

say, the expenditure we would to make immediately in connection with the work now devolves. the syndicate under the contract. at the House will see that, according to year and which the hon. gentleman thought altogether below the mark, the Pembina branch, a prairie line from end to end, no very heavy bridging, according to my own estimate last year was over \$20,000 a mile, but when it is handed over to the Syndicate, \$17,270 a mile. The hon. gentleman continued:—"This would make make the entire cost of the road west of Lake Superior, including \$1,440,-000 for the Canada Central subsidy, \$100,000 for the Selkirk bridge, and \$300, 000 for engineering on 1,946 miles, \$89,002,-000." Now, there is his opinion. I have shown the opinion of the hon, leader of the and to increase the population and resources Opposition that this work, for which have shown this contract asks Parliament to place at our disposal \$25,000,000, according to the estimate of the leader of the Oppost tion a year ago was to cost \$120,000,000 and according to the estimate, the more ma ture and reduced estimate of hon. gentlema best qualified to judge on that side of the House, was to cost this country \$89,002,000 in cash. There was no question of land. W were dealing with the lower estimate of the cost in cash taken out of the treasury of Canada, and the estimate of the hon. leader of the Opposition was in round numbers \$90, 000,000. But I am wrong. I am doing the hon. gentleman a great injustice. The case is a great deal stronger. I am not able to show there is a diversity of opinion between the hon gentlemen. I find that they worked it pretty nearly to the same figure. I was leaving out that section north of Lake Superior ut the hon. member from Lambton that in and shows that west of Lake Superio rom Thunder Bay to the Pacific the lower that we could build it for was \$89 000,000 in cash. Let us see he says about the railway to head of Lake Superior :- "While from Fort William to Nipissing, 650 miles, estimating the cost at \$50,000 per mile, would make it \$32,500,000, or a total of \$121,700,000. that these gentlemen are not open to the challenge that on a great public question their estimates differ, after care ful consideration, weighing well the responsibility of placing before the House statements that were cautious, judi cious and safe, upon which the people of this country could safely base their esti-mates, both of these gentlemen agreed a year ago to build the Canada Pacific Railway with money borrowed for the purpose and expended in cash; the correct estimate that this railway from Lake Nipissing to Port Moody, Burrard Inlet, could be accom plished for was \$120,000,0000 to \$121,700, 000. The hon, gentleman continued: "It will be observed, if we apply the figures as I apply them, that is calculating the expen diture east of Red River between Lake Superior and Selkirk, that it would be impossible to obtain the same character of road as to gradients and curvature for less but to show that out of the 100,000,000 acres than I have estimated. I am sure of land that Parliament placed two years ago I am within the line in stating these figures, and that it would be impossib to construct anything that could be called a railway, anything better than a tramway for less." That amount was \$84,000,000, and yet it was only to be a tramway, and the only possible means of getting a line that could be called a railway was by an expenditure of diture of a single dollar in connection with \$121,000,000. He continues :- "The hon. Minister of Railways thinks it matters little what grades we have west of Winnipeg. He thinks it will suffice for treffic I observe at that the chief engineer, with his usualing. caution, does not speak of it as the Canadian

matter, and held very much the views and epinions of his two hon. colleagues SIR R. CARTWRIGHT'S DETIMATES Sir Richard Cartwright, in 1874, in his budget speech, said :- "In order rightly to understand the extent of the burden we would be required to take upon ourselves fo the construction of the Canadian Pacific Rail way, it must be remembered that the lower estimate for building this road to the Pacific is something over \$100,000,000, and this, too on the supposition that a very much longe time would be given for construction. Nov Mr. Chairman, I spoke before recess of the expense arising from the working of the Intercolonial Railway and other railways of the Dominion, chiefly in the Maritime Provinces The deficiencies resulting from these sources amount to the extraordinary sum of about \$1,250,000. I desire to call the special attenhas been settled for the last 50 or 60 years. I cannot refer, of course, to the fact that there railways entail such an enormous expendi-

Pacific Railway at all; he speaks of it as a colonization road, and it is only that. The

hon. Minister of Railways who is entitled to the credit or discredit of this

I am thankful for small favors, and I am willing to take the credit or dis-

credit of having stated frankly to the House

that my idea was not to obtain a first clas

railway, but the cheapest description of road

that would answer for colonization purposes.

I have given the House the estimate of the

two hon. gentlemen, and I should be wanting

very much in my duty to the House if I did

not show them that that hon. gentleman

himself did not regard the construction of

the Canada Pacific Railway as no very light

pay its running expenses. Mr. Fleming estimates these at not less than \$6,000,000 per annum, and they have still further to be supplemented by the proportion of money required each year to renew the road It is known, moreover, to railway authorities that, considering the difficulties of climate and in the support not only that the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than the proposal interest which they justly expected from their than their resources might be, a perfect fait insufficient for its construction, without reference to the provision of a single dolator the provision of a single dolator to the provis ment is fitted to their favorable consideration, not only that it is greatly within the amount voted by this House in 1873 and subsequentbased upon figures which, compared with those which hen, gentlemen opposite after all their experience in connection with this work regarded as altogether insufficient for its construction, are far more favorable to this country.

A WEIGHTY RESPONSIBILITY.

Now, I am bound to say I never felt

grateful to Parliament in my life than when, notwithstanding the startling mererore placed at \$1,750,000. We now House placed 100,000,000 acres at the disaduce that by \$250,000, because, as I posal of this Government for the purad to make immediately in the constructing the Canadian Berlin and the construction of the puradian below the construction of the puradian below the construction of the cons gentleman in the House and out of it regarded that measure as of vital importance to the country; I know they felt it was a duty e estimate which I laid on the table last | we owed to the country to get along with this great work, notwitstanding the enormous liability involved, and notwithstanding the enormous demands made upon the Treasury of the country; I knew that, obliged as we were to some extent to act upon the best judgment we could form, but to act experimentally, I knew it was a great demand to make upon Parliament for the west Government to ask, for powers to proceed 1,440, with this great work, but we felt that, inasmuch as the construction of this road was required to develop the great Northwest, inasmuch as it was absolutely necessary to make that country what it could be made of the whole Dominion, that we were warranted in acting upon the policy that lands etherwise useless should be utilized for the purpose of construction. The House can understand that we felt fully the responsibility of asking for this enormou amount of public money to be expended, but feeling as we did that when we had constructed the work from end to end and were really to operate it, the still heavier responsibility rested upon the country of providing the means of successfully operating that road, for no man could shut out of sight the serious responsibility that the operation of 3,000 miles of railway through such a country would entail. But Parliament felt that the construction of this road was absolutely ecessary to the development of Canada, and they generously gave to the Government the assistance we asked for. But they did it under the conviction that we intended to apply those lands in such would ultimately secure the those lands in such a way as the older provinces against taxation for the purpose of constructing the railway The Government were sensible of this gener ous feeling on the part of their supporters is this House in sustaining us, notwithstand ing the fear and the alarm that it was sough to create in this House by hon. gentleme: opposite, when they found themselves in a position to criticise the very measure for which they had asked the House to give them the power of carrying it through. I say the House can understand the pleasure with which we meet the people of Canada through their representatives to-night, and are en abled to say to them that by the mean which we were authorized to use for the construction of this work, that we are in a po sition to state not only that the entire construction from end to end, but that the responsibility of operating it hereafter is to b taken off the shoulders of the Canadian Gov ernment, in consideration of some-thing like the cost to the country of \$2,000,000 per annum, not commencing now, however, but that will be the ultimate cost, assuming that we have to pay for over interest on all the money the synd cate will obtain under this contract. we are in a position not only to show that at our disposal, we have 75,000,000 acres lef with which to meet the \$2,000,000 of expendi ture, and that expenditure will be diminished until at no distant day we will not only have the proud satisfaction of seeing Canada as sume an advanced and triumphant position but that she will be relieved from the exper the construction or operation of this railway

STRENGTHENED BY ORITICISM

at the criticisms that have been bestowed

upon the proposition we are submitting t

I may say that I have been

Parliament. Nothing has given more conf dence in the soundness of our position and the impregnable attitude we plan of degrading the railway into a track that will not be fit for heavy traffic."

I am thankful for areal! been subjected by the press, so far as I have seen. First I may speak of the Ottawa Citi-do not he sitate to say that no greater injury zen. I find that in the criticisms of that paper, to which, at all events, we were enti tled to look for a fair and dispassionate criticism, the editor of that paper has evidently handed over his editorial columns not only to a hostile hand, but to a disingenue writer, who was not willing to put facts fairly before the country, and this strengthens m in my conviction of the soundness of the proposition we are submitting with a large life that contract contained objectionable feasition we are submitting to Parliament tures to which the attention of Parliamen might be called, and that were sufficient t condemn it, where was the necessity of the person who wrote the criticism in the Citizen, for mistating every clause of the contracthat he commented upon, from beginning to end? I say nothing has more strengthene my conviction of the soundness of this mea sure, whether it was the Ottawa Citizen, from which I had hoped better things, or from the Free Press, from which I did not expect any different treatment, or the Globe newspaper of Toronto; and when I take up these papers and find that in every criticism every single ground of attack is based upon mistatements of what the contract contains I am confirmed in my opinion that they found that contract unimpeachable, and that a fair and candid criticism would comnel them to give their adhesion to it. When l look at those criticisms I am reminded of tion of the House to a fact which must be clear the position a gentleman would occupy who had made a contract for construction of the House to a fact which must be clear the position a gentleman would occupy who had made a contract for construction of the discharge of the public business if we had the Gravenhurst line is 226 miles, or 128 discharge of the public business if we had contract from Montreel I may be a contract for con run for the most part through a country which | Great Eastern SS., greater in extent and in- not felt in the interests of Canada that this | miles less than that from Montreal I may volving a greater expenditure than any arrangement should be one that would obtain other ship that ever was built in the world. But, sir, I am reminded of what would be the ture without its becoming apparent to the better position of a man who, after building House that the cost of maintaining a railway a ship and finishing it complete in every renearly 3,000 miles in length, passing through spect, would be told by his employers that a country almost entirely uninhabited, must the ship was all right in design, material of necessity be very much greater. For a and workmanship, but that there was a little long time after the construction of the rail- twist in the jolly boat which they did not way an enormous charge must be entailed to like, and on that account they did not think keep the line in full working order and good they would tackle her. I say, that when we ed in order to make this as successful tunity of making a contract, to make repair, and this fact must be steadily kept come down to Parliament with a great measight of in considering the real character of sure like this, when we occupy a position in the project." I trust I have given to the respect to the probable completion of this signt of in considering the real character of the project." I trust I have given to the proposition which we honor to submit for the honor to submit for the approval of Parliament is one entitled to approval of Parliament is one entitled to gentleman hesitate. They say, although you their far orable consideration, not only that have found gentlemen with great resources the constructic the Canadian Pacific Railway, but that the compared with the second with the compared with the constructic the Canadian Pacific Railway, but that the compared with those which these hon. gentlamen opposite, after all the apparience that they had had in connection that the sense the resources we had made the contract with the strongest that could be found in the strongest that could be found in the strongest at their command, to go forward with an entity of the company of which Sir Hugh Allan was the precitive of London? What would you have had as the first thing an appred to the company of which Sir Hugh Allan was the precitive of the contract with the strongest to the connection?

The canadian had the contract with the strongest at their command, to go forward with an entity could have been obliged to the connection?

The canadian had the contract with the strongest in gold of capitalist that could be found in the torus of the connection?

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The canadian had the countries of the connection?

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support the Government, but of hon. gentle men opposite, who stood committed by their vetes and by the strongest possible statements of their leaders to the support of terms for the construction of this work dian Pacific Railway, but that it is a contract much less favorable than those embodied in the present contract. "But," say these hon gentlemen, "we don't like the Company remark most libellous and insulting gentlemen who compose the syndicate.

Hon. Mr. MACKENSIE-Who said so? Sir CHAS TUPPER—The organ of the hen. Hon. Mr. MACKENSIE-Do you mean the

Sir CHAS. TUPPER-Well, perhaps the Citizen is now the organ of the hon. gentlemen opposite. I know that within the short space of 24 hours they were able to take the Times out of our hands by some means-"pullman device," I believe, they called it; but, sir, I do not feel surprised that hon. gentlemen reject with scorn the imputation that the Free Press is their organ or speaks their sentiments-a journa that attempts to threw obloquy upon gentle men of the highest standing in Canada and in the British Empire. Hon. gentlemen de not like the Company, but one would sup pose that their ideas had undergone revul sion upon that question.

THE MEMBERS OF THE SYNDICATE. The gentlemen who have undertaken this work stand before the people this work stand before the people of this country to-day in the strong-est position that it is possible for gentlemen to occupy in relation to a great enterprise such as this. The Canadians engaged in the enterprise are men who are cond to none in respect of commercia standing and capacity, and by their succes in carrying out their great railway enterprises they have afforded us the best possible guarantee for the manner in which they wil fulfil their engagements with the Govern ment and the Parliament of Canada. I may be told that the owners of the St. Paul, Minneanolis & Manitoba Railway are members of that that is the fact, and for this reason:say that standing outside of this association they were in a position of antagonism to Canada, because they were the owners of a line of railway to the south of the Great Northwest and of large tracts of fertile land contiguous to that railway. We all know that the great barrier to the successful de velopment of the Northwest was that in the absence of a Canadian Pacific Bailway ou immigration was obliged to filter through th territories of the United States, and the great efforts which have been made to secure immigration into the U.S., and intercep those who were on the way to our North west have not been made by the Governmen of that country or by the legislature of the States, but by the railway companies, who have a personal interest in bringing these immigrants into their own territories. Why sir, we have annexed a large portion of the State of Minnesota to Canada and any man with a head on his shoulder will see at once that a Company who hav engaged to build and operate a road 650 niles from Thunder Bay to Nipissing, and who are to be the owners of one thousand miles of road from Red River to Nipissing cannot afford to do anything less than at tract along that route and from the railways to the south a volume of immigration to settle the lands, for that alone can make their enterprise successful. The interes which these gentlemen will have in the Canada Pacific Railway will be ter fold greater than any interest they ever had in the St. Paul, Minneapolis interest Manitoba, and I care not what their nationality may be as the signatories of that con tract, Canada possesses in them the most undoubted evidence that they will spare no effort to secure traffic on the Canadian Pacific Railway. The hon, gentlemen seemed to think that this company would not bear the

Hon. Mr. MACKENZIE-Who said so Sir CHAS. TUPPER-I hope I did not do th leader of the Opposition an injustice when I thought that my mention of the company was received by him in the way in which he usually receives a sentiment with which he Hon. Mr. BLAKE-I do not quite understand

scrutiny and investigation which was desir-

the hon. gentleman.
Sir CHARLES TUPPER — I SAY that Company embraces capitalists both of our own and of other countries who are men of the highest character, men whose name are the best guarantees that could be afforded

the people of Canada that any enterprise they may undertake will be successful HOW THE CONTRACT SHOULD BE CONSIDERED. could have been inflicted on the people Consider that to have made the conditions of the engagement so onerous that instead of we had to go by the Sault Sic.

ensuring their successful fulfilment, they Marie in the absence of any line at the the engagement so onerous that instead of ensuring their successful fulfilment, they would have led to failure. I say that the moment that contract is signed everything that men can do for the purpose of obtaining the best terms in their power has been done, always under the impression that we owed it to Canada to make a contract that was capable of fulfilment, to give those gentlemen a fair contract, and afford them a fai opportunity of grappling with this great, this gigantic enterprise, that we were so this gigantic enterprise, that we were so anxious to transfer from our shoulders to the construction of a through line, to be comtheirs; and I would ask this House whether they think this contract involving the great business and importance that it does is one to sit down and cavil over in the ordinary acceptation of the term in relation to bargain that could be driven, and perhap lead to what occurred when we made the contract in 1873, with terms largely in excess of those that this contract contains. But it was not a contract that was capable was not a contract that was capable of fulfilment, because the parties were unable in the then conditions of this country to raise the capital that was necessary. Now we approach this question in this the shortest possible line by which to reach country to raise the capital that was necessary. Now we approach this question in this

spirit, and would ask every member of this House if we should not be unworthy of rearrangement should be one that would obtain ed, and that would enable the parties engag-ed in this great work to make it thoroughly which nave been urged against this successful, as I trust it will be. We have proposition. I am told that the stand reason to know that all that a command of ard is too low, that the standard reason to know that all that a command of ard is too low, that the standard capital can do they have the advantage of, of the Union Pacific Railway is a very un and have reason to know that all that savorable standard, and that we ought to skill and energy and a knowledge of precisely such work will do has been securively, after having obtained the opportunity of the control contract, and I would ask hon gentlemen at stipulations, but when I have stated to the opposite what more is desirable or necessary. we had made the contract with the strongest body of capitalists that could be found in the

ure in their hands; and worse than that, you country in consequence of the parties who had purchased their bonds failing to obtain that nterest which they justly expected from their investment. Whether you look at the American, the Canadian or at the English, French or German gentlemen associated with this enterprise, I believe that Canada has been most fortunate in having this work placed in their hands.

THE SHOURITY ORTAINED.

It is stated that the security of \$1,000,000 for the carrying out of the contract is too small. They say that a paid-up capital of \$5,000,000 within two years and a deposit of \$5,000,000 is too small. My opinion of security is this, that provided you get the parties who are most likely to deal successfully with the matter, the less security you demand the better, because just in proportion as you back up the resources of the party, the more you decrease his power to carry on this work successfully.

Hon. Mr. BLAKE-In order to improve the situation, let us strike out the clause about the million dollars.

Sir CHARLES TUPPER-Of course we are speaking within a certain latitude, and l would ask the hon, gentleman to turn his attention to what was a similar work constructed on this continent—the Union Pacific Railway, and I would ask him whether the capital of that company was larger, or wheher the security given by them for the construction of the road was larger than is now obtained with this company. He may examine into the carrying out of any of those reat works, and he will find that the security that the Government had was confidence in the parties engaged in the projects that they would carry them out to ompletion. The hon, gentleman will find that under this arrangement we have the best guarantee that these works will be pushed rapidly to completion under the contract as now proposed. This contract requires the parties to complete the road in ten years, that in July, 1891, it shall be carried to completion, and I may say, sir, although the hon. leader of the Opposition may have forgotten it, he took the liberty a year ago of expressing his opinion, and to s certain extent, I suppose, his sympathy with the deplorable condition in which the members from the Province of Quebec found themselves. The hon. gentleman said that "Que sec had spent \$11,000,000 which she could ill-afford for the construction of a provincial railway, principally for the purpose of tapping the Pacific trade.

THE PROPERTY TO THE OLDER PROVINCES.

Quebec had stretched out her arms

toward the great West as far as this city for the purpose of securing that trade, and the question is how soon that expenditure is to be made available. Her

road is paying as it is. What Quebec expected was that it should pay some fraction

t interest on its construction, but they also expected it would bear a great tide of Western traffic into her principal cities, and bring prosperity to her people, but unless some through connection is made, these expects ions on the part of Quebec wou be realized, that if the eastern end was not onstructed till the western end was finished, he hoped they would all be alive to enjoy any sarcasm in these remarks; I will not say that the hon. gentleman was not shedding tears of sympathy when he was bemoaning the happy fate of Quebec, but where are Nova Scotis, New Brunswick, Prince Edward Island, and where is the Province of Ontario Why, they stand in a position to-day that a year ago we would have been laughed at if we had ventured to predict. If we had said a year ago that by this session we would be enabled to provide a contract by which in 1891 all the cities of these provinces would have easy communication Northwest territories of Canada, it would have been considered impossible of attain ment. What is of more vital importance to this province and the cities of the East, Quebec, St. John and Halifax, than that they should have ready access to the great North west? The fact is that that great country with its millions of fertile acres, that vield abundant returns to the industry of agriculturists, must for years to come, during the development of that vast territory, depend upon the older provinces for its manufactures. Therefore it is of vital importance to every section of Canada, and to no portion more than the Northwest that there should be easy, rapid and cheap communication established at an early day that House for a moment to what will be accomplished. The road is to be commenced on the 1st of July next at Callendar station near Lake Nipissing, and under this contract is to be proceeded with pari passu at such an annual rate of progress as will secure through connection with the Canadian Pacific Reli-way by 1891. Now, with regard to the distance, everybody knows that the construc-tion of this line will shorten the distance between all our great cities and Winnipog, the present emporium of the Northwest, by north of Lake Superior, the distance by the Sault and Duluth would be, from Nipissing o Sault Ste. Marie 294 miles, from Sault Ste Marie to Duluth 410 miles, and from Duluth via Emerson to Winnipeg 464 miles, making the total distance from Callendar Station to Winnipeg 1,168 miles. That was the shortest route which twelve months ago the Government were able to hold out any expectamenced on the 1st of July next, which wil

shorten that distance by 111 miles. Hon. Mr. BLAKE-That is 1.057 miles from

Winnipeg to Southeast Bay. Sir CHAS. TUPPER-It is 1,006 miles from Nipissing along Thunder Bay to Winnipeg if you take the lake, or 1,067 miles by rail, the distance from Callendar Station to Linkoping, the station where the line will strike the Thun-Winnipeg. It will also see that the distance from Montreal to Callendar Station is 354 now advert for a moment to

SOME OF THE OBJECTION