An the country his: We end sa ored in la a combine ome nod first on in. We be at ued an execut to y free-d has a find services, in order to arrive at some understand ug with tuat Province; and we reached the uncontacting that we would endeavor to both a reliway from Lake Superior to the Pacific Ocean by 1890; that we should expend a certain amount per annum in British Columbia after the surveys were completed and sufficiently to enable to reach that conclusion till last year, and, as soon as we had information sufficient to guide

us, we adopted the Burrard Inlet route, and immediately advertised for tenders for the construction of that line. The hon, the Minister of Public Works has spoken of our departure from the former terms of the con struction 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 hon. gentleman also proceeded to say: ile 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 acveral 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 assuming 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 , 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 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 House any correspondence that took place between his Government and these

Hon, Mr. BLAKE-Did he ever refuse Sir Chas. Tupper-He never was asked strything so utterly at variance with the first

result in their obtaining a contract.

capitalists and contractors, and which did not

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 pre pared to take up a great work and carry it to completion and then bring down the correspondence, which could only reflect or the character and standing of gentlemen interested, and render gentlemen in future, in similar cases, cautious how far they would, discuss negotiations with a Gov ernment which would later give publicity to The hon. gentleman those negotiations. further said :—" But I am informed that notwithstanding 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 percent upon such balance as might be represented as necessary. No terms could be more explicit; it would be difficult to menzorable and 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 or other to succeed in getting the road built His own 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 i 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 population of 4,000,000 so to conduct financial transactions connected with the building of that railroad of 2,600 miles, across a unknown and almost untrodden continent, in many places extremely difficult. I frankl say now, after my experience in endeavoring to accomplish something in that direction that I fear we shall be incapable o accomplishing anything in that direction a need not say to House that in what he said and anticipated the hon. gentleman, I suppose, was sincere when he made this utterance was made in all frankness. The House will readily understand the gratification I expected to see spread over the hon. gentle man'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 al. that lay in his power during his term o 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 anothe 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 scorned to practise any deception in the matter." I assume, throughout, that the tire sincerity, that in all those state-ments made to the House as to his amine this country, and that the Government great desire to advance this great national of Canada would sincere opinion to the opinion that, whether sitting on one side of the House or the other, be prepared to give an equally zea ous and hearty support to this policy But in 1878 there was a general election the result being that my Right hon. trience was again charged with the important duty of administering the public affairs of this country, and again brought face to face with this great work. We found ourselves then called upon to deal with a work upon which a large amount of public money had been expended, and in a

way that would prove utterly useless to the

country unless measures were promptly

y to successful completion the policy, taken to carry at all events the work unment " as to make it effective for the ob

says he rows in the same boat as we. I may say I am satisfied of this: That all the imis for which it was designed. A NEW POSIST BOT POSITILE. therefore, were not in a position to effect y change of policy, as hon, gentlemen op-site will see, but we came to Parliament to suffirm the policy of utilizing the lands of the of land and I have already intimated that we were not able with that grant to arrange for Northwest for the purpose of obtaining the any complete scheme for the rapid construcunstruction of that vast work. There tion of the railway. In 1880 we again me the House, and we met it with the same policy we adopted the year before, which was every reason in the world why we should adopt that policy in the first instance, and return to it afterwards. Every person to fulfil the obligations devolved upon us hows that the development of this great through the acts of our predecessors.

Although we had not propounded the policy territory was concerned in this gigantic undertaking, and that, irrespective of the question of the connection of British Columof carrying on this work by the Government we took up the work as we found it. bla, the progress and prosperity of Canada placed under contract the 127 miles of road were to be promoted by the construction of which the leader of the late Government the Railway. We also telt that inasmuch as those lands were, as the leader of the late had announded it as his intention to build which he had assured the people of British Government truly stated, desert lands, not-Columbia he intended to build, and which withstanding their fertility and enormous under the terms with Lord Carnarvon, he extent, and practically as useless as if in a foreign country, so far as Canada was conwas bound to place under contract. When we met Parliament with the statement that cerned, unless they were developed, and, as we were going on with this work, I think we it was stated their development could only scarcely met with the amount of aid and co be accomplished by completing this great national work, we should come operation from gentlemen opposite to which we were entitled I do not wish to say any. back to the House with our orig-inal policy. We were compelled to take it up as we found it, and go on with thing that would seem harsh to any gentle man on the other side of the House, but I really do not think the attitude which the it as a Government work, and make the work Opposition assumed towards this Governa good 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 expendence. ment, when we were only carrying out th pledges which they themselves had given over their signatures as Ministers, by their votes in Parliament, and by their declarations diture in connection with the railway 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 met in a manner different. policy in this House, 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 sneed THE LIBERAL CHANGE OF BASE. at the result of the efforts of this Govern ment to interest the Imperial Government The leader of the Opposition moved in this enterprise. Now, it is very well and in making this motion he sub-mitted a resolution directly in an known that, armed by this House with the power of utilising 100,000,000 acres in the tagonism to the policy of the Governmen Northwest, if they could so secure the conwhich he supported, and to his own recorded struction of the Canadian Pacific Railway, my right hon. friend the utterances on the floor of this house, that w should break faith with British Columbia First Minister, the Minister of Finance and with Lord Carnaryon, and that we should and myself went to England in 1879. give, I was going to say, the lie to Lord Dufferin, who stated on his honor as a man I do not intend to lay claim to any that every particle of the terms of agreement with British Columbia were in a state of great results from our mission as regards the ailway, but I think I may claim credit for fair measure of success that attended our literal fulfilment. The result of the moving efforts, if not our joint efforts, in regard to of this resolution was to place or the records of Parliament a vote the business of our respective departments We found the press of En indifferent, if not hostile, to England of 131 to 49 that good faith should be kept with British Columbia, but that we owed it

to Canada to take up this work and prosecute

it in such a way as we believed was abso

lutely 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 b

that section under contract in British Colum

bia, had we not vigorously prosecuted the 185 miles wanted to complete the line be

tween Lake Superior and Red River, we would not have been able to stand here to

sal for the construction of the road that ha

ever been made to this Parliament. (Cheers.

the last session of Parliament. He said:

"I shall not for a moment deny that we in-

tended to carry out the terms of the arrange

ment with Lord Carnarvon, and nothing bu

the want of means would have prevented u

rom accomplishing that object, an object

who wished to see our trade extended.

Not merely that the obligation under th

Carnarvon terms, but that the interests o

pelicy should be corried out. " Me one who

looked to the desirable extension of our busi

ness across the continent could avoid seeing

obtained without too great sacrifice it would

Sir JOHN A. MACDONALD-Who said that

SIR CHARLES TUPPER-The leader of the

ate Government at the last session of Par

liament. The hon. gentleman further said

"Our policy was this: We believed that the

national highway from one end of the Do-

minion to the other, and that whatever ter

mination we make of it, near Lake Nipissing

t must be placed in connection with some

other lines, and we provided for paving

Georgian Bay. Our object was to have a

speedily as possible, a railway from the waters of the Georgian Bay, to have a con-

nection with the Quebec lines through th

Canada Central, as a connecting medium.

line to the Ottawa Valley, notably an

notoriously the shortest line to the east from

our western territories. Hon. gentlemen or posite have given up all the advantages the

the Province of Quebec and the Province

east of that would have derived from ou

plan, and the President of the Council is not

apparently at all disposed to avoid cheering

nimself 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 ver glad to find that the President of the Coun

cil, who on this side of the House invariable

pressed in the strongest terms the prosecution

of the eastern link with the Canadia

Pacific Railway is able now to cheer himse

not only upon the attainment of the line t

Georgian Bay, but on the steady prosecutio

of a line connecting the great provinces o Quebec and Ontario and all the eastern pro vinces, by the shortest and most available

means with the tertile territories of th

tion has indulged, as is his wont, in a good

many sneers on this subject. He taunted

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 positio

to receive these taunts with a good deal of

equanimity, they will find the hon. gentlema

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

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 success

sors, 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

greatly extended the consideration to be

given to contractors, and he says in his own

terms they were all in favor of parties tender-

ing; therefore it should have produced to

THE COST OF THE M'KENSIE SONEME

ders, though it failed in this respect.

The hon. leader of the Opposi

"Our plan would form a throug

Pacific Railway was undertaken as a

subsidy to some connecting lines

that if such an extension could possibly

in itself be desirable."

the country rendered it desirable that the

which could not but he desirable to any on

day laying before the House the best pr

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

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,

out 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-

griculturalists of every part of the world. From that day to this every person knows

he 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

eople of this country owe to my right hon.

riend this great, beneficial change, brought

ing character of the field it presented to the

THE VISIT TO ENGLAND. Hon. gentlemen know we were then obliged to confess we were not able to bring to com pletion any great scheme for the tion of the railway. I venture to say w thought we made some impression on th Imperial Government while in England. hink my hon. friend the leader of the Oppo sition, who has sneered at our statement that we had bbtained the sympathy of the English devenment in relation to the Canadian Pacific Railway, will find a stron corroboration of our assertion in the intelli gence received to-day with regard to the ac ion of that Government. The Colonia Office have done what they never did before published authoratatively a document recom ending Canada as a field for emigration (Cheers.) I do not know whether the hon gentleman (Mr. Blake) has seen the news o-day or not, but I am quite sure that as 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 th Canadian Government. So the hon. gentle nan may feel he is not quite in a position to repeat, what I am rather afraid was to him gratifying intimation, that the present Canalian Government had entirely failed in their egotiations.

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

Sir CHAS. TUPPER.—My hon, friend wi permit me to point out to him that he i trengthening my argument. From this very place last session. I stated that instead of this Government feeling anxious in conse quence of the change of Government in England, we were advised and were of the helief 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 Right Hon. the Premie my hon, triend the Minister of Agricultur and myself have been in personal communi cation with a number of members of th present Administration, and have impressed pon their minds the importance to the Em pire, 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 mil. scheme in connection with the hundred mi lion 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 rk. My hon friend the Minister of

Agriculture has

A STROKE OF GENIUS. and perhaps the most happy stroke of geniu ever shown by any Minister was that which he exhibited when he adopted the policy of showing the confidence the Government of well for the prospects of the great Canada had in their own country, by stating that parties with means, desirous of emigra hon. gentleman was acting with on- ting to this country, might select able and pay their expenses. It work, he was giving candid utterance to his would be utterly impossible to estimate the advantage which has accrued to Canada by that single act. The whole sentiment of Great Britain in relation to this country ha undergone a complete change, and when we went back to England at the conclusion the last session of Parliament, we found that Canada occupied in the Mother Country a entirely different position from that which it

Hon. Mr. MACKENEU-On Hanlan's ac Sir CHARLES TUPPER-Hanlan is an agency that I do not at all despise.

Bir Jour Massonwer He rows hi the same

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 boood in cash per mile not only stending over 2,000 miles of road, out the

Hon. Mr. Blake—You go by the over the Georgian Bay branch of 85 miles as Sir Charles Tupper—My right hon. and over the Pembina branch of 85 miles as well. The hon. gentleman further said:—well. The hon. gentleman This would make the total \$26,000,000. terest he can excite in the sporting world to which add three millions for surveys gives Canada greater importance in England. according to the plan and the hon gentle. I stated a moment ago, that in 1879 Parlia man's statement, it would make \$29,000,000 ment placed at our disposal 1,000,000 acres leaving \$1,000,000 to be devoted to the east ern end, to pay the greater portion of the subsidy of the Canada Central Railway if the late Government could have ob tained offers." invite the hon. gentle man'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 bette offer than that contained in the hon, gentle man'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 pledged 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 did he would withdraw that support read that statement of the hon. gentler on who said he would scorn to use any decep-tion; 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 which 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 Well, sir, why did he not get any 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 Ergland changed, when a large body of people, the best class of emigrants that can come to this country, flowed in, alive with excitement with refer ence 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 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 that 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 advertisement which he published all over the world why, sir, the hon. gentleman might fairly Well, sir, 1 will give in conclusion the utterance of the hon. the leader of the late Government at assume that we could not obtain any offer either, 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 capitalists of the world, under the authority of this House that 100,000,000 acres 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 it imposed, was capable of fulfilment; notwithstanding all this, we showed that we were not afraid to go forward and prove to the capitalists of the world that we ourselves ad some confidence in this country and in

its development, and that we were prepared to grapple with this gigantic work, the aspect

of affairs was wholly changed.

GOING BACK ON THE RECORD. Well, sir, under these circumstances the Government submitted their policy to Parliament and they were T 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 themselves 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 I hold the advertisement in 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. but they were to receive, if it were thought desirable, the proceeds of the land.

Hon Mr. MACKENZIE-The hop, gentleman is not fair in stating that. I am surprised he 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 her 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 hear 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 deduc-tion in the price. I am glad that he has 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 sum which may be stipulated in the contract, and the Act requires parties tendering to state in their offers the lowest sum, if any, over the world, in Great Britain, in this counto 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 one of the causes that led to the great change in the public sentiment in relation to the value of the lands in the Northwest the work done in the mode in which and of in.lway enterprise was the wonderful success that was published to the world as having resulted from the syndicate who had purchased the St. Paul, Minneapolis & Manitoba Railway and become the proprietors of that line. The statements they were enabled to publish showed not only the rapidity with

could be carried on, but it showed the value 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 de gree 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 wa desirable for us to ask intending contractor and capitalists on what terms the would complete and take over the road o the Canada Pacific Railway, we placed our selves in communication with all the partie whom we had any reason to suppose would have any intention to contract, pose of getting their lowest possible offer As my right hon. friend has stated, there were Canadian and American capitalist made proposals for the construction remaining portions of the work. The Gov ernment 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 Frase 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 by the adoption of the place which the hon gentlemen in their wisdom had chosen

Hon. Mr. BLAKE-Yes, you said that it was premature.

as the terminus.

Sir Chas. Tupper-I did say that it was premature, and before acting exactly in conformity 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's Bar, and ultimately down to 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 a copy of these propositions as you made them

ipon the table? Sir CHAS. TUPPER-Yes, I have no objection to do so, but it will give the hon. gen-tleman no additional information to what

I have already stated as having been decided. Hop. Mr. MACKENZIE-And also the name of the parties to whom it was made?

Sir Chas. Tupper-I may say to the hon gentleman that it was communicated Hon. Mr. MACKENZIE-Not by public advertisement like mine.

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

A WISE PLAN.

which has been crowned with success. By placing ourselves in communication with parties who 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 com parison with the proposal previously made I have stated to the House that the contract 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 a private company, aided by a grant of money and lands upon the most tavorable terms that con submitted to this House of that have ever been provided by any person in this country for the purpose of securing that object. I will give the data and the definite information for the grounds on which I base that statment. I that I have had a careful estimate prepared and have laid it upon the table, of the amoun of money required to complete all the road now under contract and those portions 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 intended to represent the total cost of these works. including what has been spent?
Sir Chas. Tupper—Every dollar of expen.

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 all unwilling that they should read, mark learn and inwardly digest lits contents, and, hold 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 of the hon. gentleman opposite. I thought I had done him some justice, but after that reminder I will give the House directly some further statements which he will undoubted ly receive with more pleasure than anything of a more original character. I may say to the House that we submitted to 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 the completion of the work. On any first it was a degraded road. That was literally and specifically correct, for I stated to the House that in the position the Government per mile upon which such interest will be then were with this gigantic work in hand, required." That was the tender sent out, obliged to deal with it as a Government the advertisement that was published all work, we felt compelled, after constructing the road to the Red River as a first-class try and, I presume, in the United States, and 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 ponents) that the hon gentleman was right colonization road. The House will remember that that estimate was for \$84,000,000, for experience of our Government proposed to deal with it. That included \$80,000,000 as the portion of money required for the road and the money expended upon survevs.

Hon. Mr. Blake—Does the \$84,000,000 include that? Sir Guter Turren - You the \$84,000,000 int.

which railway construction in private hands | cluded the Pembina branch survey, which | was great to reduce as low as possible the this estimate which I have laid upon the mate that I could submit to this table differs in some measure from the esti-mate laid upon the table last year, and I will road, was \$80,000,000. I now corre 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 c 2,627 voted for the construction of the railway had

Hon. Mr. MACKENZIH-Which contracts? Sir Chas. TUPPER—All the contracts between Thunder Bay and the Red River.

Hon. Mr. MACKENZIE-Does the hon. gentleman say that he prepared these contracts and that they were prepared in his time? that that Act Sir Chas. Tupper—I say that we twice the terminus. ostponed the advertisement in order to get he most specific details.

Hon. Mr. MACKENZIE-What I wish to know is whether the specifications were nothing to do with the question. He knows

and the time when they were received? Sir CHAS. TUPPER-All I can say is that before we sent out the specifications or entertained tenders at all, in addition to the time that elapsed between the change of Government and our entering into office we twice extended the time for receiving tenders, 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 judgment, in the light that is now proceeding, will be required to complete it as required by the contract on the

Hon. Mr. Anglin-The Yale-Kamloops

ection? 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 oad was to be built, and therefore part of the

ost 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 he 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 it was left in that way it was not likely to be a

harge 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 separated 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 involved in order to bring that work to com-pletion. I will now draw attention to the stimates 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 in-stead 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 conract if 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 chained distance. I think that will be readily understood. I will now take up in the contract all these propositions in the order in which they have been laid on the table 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 then Government to secure the construction of the Canadian Pacific Railway. It was a cash subsidy of \$30,000,000 for the 2,627 miles (I am putting the mileage upon the present route for the purpose of contrast), and the land grant of 50,000,000 acres,—20,000 acres per mile for the Pembina branch, making 1,-700,000 acres, and 25,000 acres per mile on 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 of comparison. Hon. Mr. Blake—Hear, hear.

Sir CHAS. TUPPER—Call it one dollar pe 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 them up to the belief that these lands are worth a dollar an acre. I despair of getting them further than that, even with that potent 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 construction of the Canadian Pacific Railway. has that proposition been treated? Why, sir, as I have stated, a company was formed, a 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

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 night as well offer \$10 as \$30,000,000 and 50,000,000 acres of land to secure the Canadian Pacific Railway. From that day to this—not quite to this, but until a few this-not quite to months ago—until the contract was made, every person in this country had been led to our own friends as well as our op that those terms were inadequate, and the 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 ing a hue and ory that we were going to ruin this country by the construction of the the distance from Nipissing to Burrard Inlet Gamedian Partito Railway and the necessity was 2,627 miles; I must add forty miles

was estimated at \$1,700,000. I may state construction of this work, the lowest estiposition to have to say to the House that the miles of the through line from Lake Nipissing stimates upon which the money had been to Burrard Inlet, for 85 miles of the Pembina 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 treated on the same terms, and entitled to the same amount as if they were on the main

> Hon. Mr. MACKENZIE-1 was not aware that that Act declared Burrard Inlet to be

Sir Charles Tupper—The hon gentleman ought scarcely to interrupt me with a captious objection of that kind, which has 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 was dealing with the Burrard Inlet rout. be cause he was dealing with the route that he should decide was best, and he should decide was best, and no decide that the Burrard Inlet route was the best. The hon. should not, therefore, interrupt me with such might a frivolous objection which has nothing to do with the subject, but which is calculated to draw measide from the argument. what did it amount to? It amounted to this that with the shortest route-

Mr. MAGKENZIB-No. Sir CHARLES TUPPER-The shortest route, because if the hon. gentleman takes any other practicable route he will increase the distance

Mr. MACKENZIE-No. Sir CHARLES TUPPER_Yes.

Mr. MACKENZIB-Not the shortest. There are 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 land 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. on a land subsidy at all.
Sir Charles Tupper—This was Mr. Foster's contract, which gave 20,000 of land, and if the land could not be got ong

the line, it was to be taken anywhere else in the Dominion. Hon. Mr. MACKENSIS—We do not own the

land there at all. Sir CHARLES TUPPER-It had to be got in

the Northwest Hon. Mr. MACKENZIE-That is perfectly well known.

Sir CHARLES TUPPER-The contract makes it a doubtful question whether it could be obtained from the province of Ontario or not. At that time the hon, gentleman had some lopes of acting on the sense of justice of the province of Ontario, and he might have obained some land from them.

Hon. Mr. MACKENSIE - 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 s without getting any response. monthnow 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 Pacific 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 onfidence 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

for any such reason as was alleged.

Mr. MACKENZIE—I could only state what the Engineers stated. Sir CHARLES TUPPER-I have no doubt,

when the hon. gentleman made that statement, 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 canyons of the Fraser River or from the foot of the Rocky Mountains and thence to Kamloops, Emory's Bar and on to Burrard Inlet, I think he will agree that the Georgian Bay branch 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 \$72,500, and the other tenders were vastly beyond that sum. Mr. Foster became possessed of the lowest tender—that is, Mr. 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, 20,000 acres of land per mile, and four per cent for 25 years on \$7,500. But I must remind the House 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 in a moderate one. The interest, at four per cent, on \$7,500 is \$800 a year per mile, and adding that to the amount I have stated, and on the 2,977 miles we have \$20,977,500. Hon. Mr. BLAKE-Why do you capitalize that sum?

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 we 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 construct tion of the Pacific Railway, the amount to he naid 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 expended upon that scheme. It being six o'clock the Speaker the

chair. AFTER RECESS.

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 dian Pacific Railway, and I find, sir, that I t by hon. gentlemen opposite, rais- have made a slight mistake, which I take the earliest opportunity of correcting. I said