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 tation, 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 0,000 in land at a dollar an acre, or \$1,500,-000 annually to make the estimate strictly correct. Now, sir, having shown that Parliament had placed at the disposal of Government of my Right Hon. 1872 \$8¢,700,000 for the construction 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 which, amounting to 712 miles, when the whole line is completed, is to be handed over as the property of the Company. The total amount expended and to be expended by the Government, including everything, is \$28,000,000. The Government have ed to pay in addition to the 000,000, \$25,000,000 and 25,000,-acres of land, making a total in addition to the \$28,000,000. 000 acres of land, making a total 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 I think, sir, warranting the statement with which I commenced my remarks, that these terms are greatly below any terms that have previously been sanc cioned by Parliament. 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 1800, now laid on the table of the House, \$78,000,900. 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 characte of that section. The hon. gentleman said, as will be found in the *Hancard* of 1876:— "Because he would probably refer to this matter at another time in the House, he would now simply say this: that what wa published in many newspapers as to engi neering difficulties encountered in this rela tion was entirely fallacious. No difficulty had been experienced in obtaining the grade that was required in the original contract, the gradient not exceeding 26 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 groun from the opinions of the hon. gentleman, for my statement that that would be a fair esti-

THE VALUE OF THE LAND. gentlemen opposite to my authority with re-ference to the terms. This may be necessary, as the position now taken by the Op-position, as may be assumed from that taken by the Globe, is that it is idle to talk about estimating the land at \$7 per acre, when everyone knew it was worth \$3 per acre. Well, I shall be only too glad if that can be established, but it will not do for the ader of the Opposition or the leader of the Government to meet on that ground, and I will show you why I draw the attention of the committee to the statement made 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, 700,000 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. rentleman said:—"I do not place their they were worth \$1 an acre." But whatever the value may be, I am condident 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 their present position, but in consequence of the construction of the Canada Pacific Railway. In 1879 the hon. gentleman said: man 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, gentleman 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. MAGLONALD-Hear, hear, Sir Charles Tupper-If we are able to make these lauds 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 fif we are to settle that country, it will be done only at the expenditure of a large amount of money to all settlers on going in and giving them land free after they get in. That is my conviction. If the hon, gentle-"We must, therefore, make up our minds an'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 subso much for the value of ands. Now, sir, as to the cost of the work.

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 \$139,400,000. 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 o \$103,000,000, or less than the amount at \$1 an acre placed at the disposal of the late Gov-ernment 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 1874, Mr. Mackensie said :- " From that point westward it is quite clear that there is no means of rapid communication except by building a railway, and this por-tion in Briti-h Columbia alone would take \$35,000,000, and from the point which Mr. Fleming calculates as the centre of the Rocky Mountains, castward to the junction with navigation, would probably be \$100,000,000 or something like that." There is an estimate from the leader 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 within ten years from the 1st of July next from Lake Nippissing to Burrard Inlet at a cost to the country at the estimate hon gentleman opposite placed on the lands, of \$78,000,000. THE VIEWS OF MR. MACKENSIE IN POWER. One would have supposed the member

for Lambton would have stood aghast at

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

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

as to the section in British Columbia, that

would cost \$35,000,000, "we propose to proceed with it as rapidly as we are able to obtain a completion of surveys." He also proposed to expend \$100,000,000 if necessary to connect the waters of Lake Superior with the tidal waters of the Pacific. The leader of the late Government also said :- " We frankly recognise the failure of the attempt to give a fictious 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 system of civing both money and land. system of giving both money and land." The hon. gentleman gallantly performed his duty, and did not shrink from the responsibility, 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 com petitors 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 it in some parts, but from end to end it is evident it will not build it. The Intercolonial Railway will cost about \$45,000 mile traversing on the whole a very favor-able country. The Northern Pacific Railway in the accounts published by the Company has cost, so far as it has been carried, that is to Red Biver, \$47,000 or \$48,000 per mile in round 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 favorable spot of any part of our territories, with this advantage, that it was much nearer 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, because 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 everal thousands of dollars. Parts of it will of course exceed that very much, though on the whole of sections east of the Rocky Mountains something in the neighborhood 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 ong with a population of four millions, passing during almost its entire length through 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

THE LIABILITY RESTING UPON THE COUNTRY will not be discharged but just commencing. The hon. gentleman went on to say :-

upon terms more favorable than any the most

sanguine person in this country ventured to look for, and I ask the hon gentleman not

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

House to the fact that when this road is con-

"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, in the end. When you double the debt of the country you will not be able to accomplish the borrowing 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 lands. Now, sir, as to the cost of the work. I have estimated the lands a 31 per acre, at I will assume for the sake of meeting the present views of the hon. gentlement amount to the existing obligations of the country, you will have in addition to our present annual burdens six millions of dollars, which, added together, would make a continuous application of twelve millions of dollars, which, added together, would make a continuous application of twelve millions of dollars, which, added together, would make a continuous application of twelve millions of dollars before you have a cent to apply to the ordinary businers of the country. A make at 31 per acre, the contract of 1873, and the offer to secure the construction of twelve millions of the ordinary businers of the country. A make at 31 per acre, the contract of 1873, and the offer to secure the construction of twelve millions of the ordinary businers of the country. A make the offer to secure the construction of twelve millions of the ordinary businers of the country. A make the offer to secure the construction of the hon, gentleman to take, but one which commended itself to all those who listened to the hon. gentleman has criticised to the country will ake was total of \$112.

The following the same principle to the Act of "Then we come to the consideration of what the contral section, he will not give much attention to them a year ago.

Sir Charles Tupper—The hon gentleman says I did not give much attention to them a year ago.

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Sir Charles Tupper—The hon gentleman says I did not give much attention to the muc cost of money we were obliged to borrow in

annum, and they have still further to be sup-plemented by the proportion of money re-quired each year to renew the road . It is known, moreover, to railway authorities that, considering the difficulties of climate, and with the ordinary traffic, the road will require renewal, by sleepers and rails every eight er ten years on an average." First, we would pay \$100,000,000 to build the road, next \$8,000,000 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 and operation of this road forever at a cost of \$78, 000,000. My hom. 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 incurred, and I invite his attention 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 spent all the hon. Minister proposes, we shall have not a Pacific, but a colonisation road. According to the old system of construction, 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 . gentleman \$120,000,000." And yet the hon 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 at 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. Fleming 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 Paoisic. 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) an that in submitting such oriticisms, as in the interests of the country every great measure of this kind ought to receive, the hon. gentleman will not lose sight of the position he took in criticizing our proposal twelve months ago. I will again revers to the criticism with relation to the cost, of a more valuable character than that of the leader of the Opposition. No person perhaps esteems the hon, gentle-man's ability certainly as a special pleader higher than I myself, or his general judgment when he gives questions the fair, can

like this deserves, but does not always re-

ceive.

did unbiassed examination which a question

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 as leader of the Government of this country dealt with this great question, and was 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:—"! will take the description of the engineers themselves as to the character of the work upon the several sections from Fort William to belkirk, and carry out figures elsewhere on the same description. Seventy miles were described as heavy, 226 miles moderate, and 111 miles light; and, in order to reach the \$18,000,000, which the engineers had recently estimated, they would have to take the seventy miles of heavy work at \$75,000 per mile; the 228 miles of moderate at that the chief engineer, with his usual mile; the 226 miles of moderate at \$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 Battleford, the first 112 miles are described as light, which, with the rails, fencing, etc., might be estimated at \$14,000 per mile, or \$3,000 less than the Pembina Branch; and the second 100 miles I have taken and calculated as to the materials furnished by Mr Marcus Smith, and I do not believe that any gradient can be obtained on that section to 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 hon. gentleman knows, and judgment which on. 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 excavation is 16,000 cubic yards per mile 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, 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 connecthe 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 con-

Mon. Mr. MACKERER-You did not give

the amount which we propose to pay in the construction of would be the position of the construction of what it is constructed. The construction is an appropriate the construction of the work and the position of the terms as contract based upon the construction of the work and th

the state of the s

work at \$20,000 per mile, which makes for this section altogether an average of \$27,000 constructed the line from Pembina to Selkirk, 85 miles. This is a prairie, and a most favorable region, and he stated that the 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 for 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. MAGKENSIE-Give us a detail of this country. the reductions. Sir CHAS. TUPPER-All 1 can say is, that I took the estimate of the engineer, charging Now, I am bound to say I never felt what 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 House placed 100,000,000 acres at the disreduce that by \$250,000, because, as I the expenditure we would have had to make immediately in connection with the work now devolves gentleman in the House and out of it regardthe syndicate under the contract. year and which the hon gentleman thought altogether below the mark, the Pembina branch, a prairie line from and to no very heavy bridging, according to my own estimate last year was over \$20,000 mile, but when it is handed over to the Syndicate, \$17,270 a mile. The hon. gentlecontinued :- "This would man Lake Superior, including \$1,440, 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 we of the whole Dominion, that we were warrant bave shown this contract asks Parliament to place at our disposal \$25,000,000, according to the estimate of the leader of the Opposition a year ago was to cost \$120,000,000, can understand that we felt fully the reand according to the estimate, the more ma-ture and reduced estimate of hon. gentleman 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. We 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 no man could shut out of sight the seriou 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, but the hon. member from Lambton brings that in and shows that west of Lake Superior from Thunder Bay to the Pacific the lowest that we could build it for was \$89, 000,000 in cash. Let us see what he says about the railway to the 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." So that these gentlemen are not open to the challenge that on a great public ques-tion their estimates differ, after careful consideration, weighing well the responsibility of placing before the House statements that were cautious, judicious 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 expenditure east of Red River between Lake Superior and Selkirk, that it would be imossible to obtain the same character of road as to gradients and curvature for less than I have estimated. I am sure I am within the line in stating these figures, and that it would be impossible to construct anything that could be called railway, anything better than a tramway for That amount was \$84,000,000, and ye it was only to be a tramway, and the only possible means of getting a line that could but that she will be relieved from the expenbe called a railway was by an expenditure of \$121,000,000. He continues :-- "The hon. wave thinks it met

matter, and held very much the views and epinions of his two hon, colleagues. SIR R. CARTWRIGHT'S BETIMATES. Sir Richard Cartwright, in 1874, in his budget speech, said:—"In order rightly to under stand the extent of the burden we would be required to take upon ourselves for the construction of the Canadian Pacific Railway, it must be remembered that the lowes 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. Now Mr. Chairman, I spoke before recess of the expense arising from the working of the In tercolonial 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 attention of the House to a fact which must be clear to every hon. gentleman that these railways run for the most part through a country which has been settled for the last 50 or 60 years. I cannot refer, of course, to the fact that these railways entail such an enormous expenditure without its becoming apparent to the House that the cost of maintaining a railway nearly 3,000 miles in length, passing through a country almost entirely uninhabited, must repair, and this fact must be steadily kept come down to Parliament with a great mea-

caution, does not speak of it as the Canadian

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 plan of degrading the railway into a track that will not be fit for heavy traffic."

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 class

railway, but the cheapest description of road

that would answer for colonization purposes.

two hon. gentlemen, and I should be wanting

very much in my duty to the House if I did

I have given the House the estimate of the

to that distance, making so much greater with amount which, after the elections of 1874, Parliament placed at ference to the provision of a single dol-lar for the purpose of security of the operation of the road afterwards. trust I have given to the House sufficient evidence to show not only that the proposal which I have the honor to submit to Parliament is fitted to their tayorable consideration. not only that it is greatly within the amount voted by this House in 1873 and subsequently in 1874 for the construction of the Canadian Pacific Railway, but that it is a contract tased 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

A WHIGHTY RESPONSIBILITY.

grateful to Parliament in my life than when, notwithstanding the startling statements made by these hon. gentlemen, this posal of this Government for the pur-pose of constructing the Canadian Pacific ed that measure as of vital importance to the country; I know they felt it was a duty Treasury of the country; I knew that obliged as we were to some extent to ac upon the best judgment we could form, but to act experimentally, I knew it was a great demand to make upon Parliament for the entire cost of the road west Government to ask, for powers to proceed with this great work, but we felt that, inas-much 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 sponsibility of asking for this enormous 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 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 necessary to the development of Canada, an 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 a way would ultimately secure the people 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 in this House in sustaining us, notwithstand ing the fear and the alarm that it was sough to create in this House by hon. gentlemen opposite, when they found themselves in 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 means which we were authorized to use for the con struction of this work, that we are in a po sition to state not only that the entire con struction from end to end, but that the re sponsibility of operating it hereafter is to be taken off the shoulders of the Canadian Government, 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 syndi cate will obtain under this contract. we are in a position not only to show that of land that Parliament placed two years ago 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 assume an advanced and triumphant position diture of a single dollar in connection with the construction or operation of this railway.

STRENGTHENED BY CRITICISM I may say that I have been greatly gratified

upon the proposition we are submitting to Nothing has given more confi Parliament. dence in the soundness of our position and the impregnable attitude occupy in Parliament, or out of it than the criticisms to which this scheme has been subjected by the press, so far as I have seen. First I may speak of the Ottawa Citizen. I find that in the criticisms of that paper, to which, at all events, we were enti-Med 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 disingenuous writer, who was not willing to put facts fairly before the country, and this strengthens me in my conviction of the soundness of the himself did not regard the construction of proposition we are submitting to Parliament the Canada Pacific Railway as no very light if that contract contained objectionable features to which the attention of Parliament might be called, and that were sufficient to ondemn it, where was the necessity of the person who wrote the criticism in the Citisen for mistating every clause of the contract that he commented upon, from beginning to end? I say nothing has more strengthened my conviction of the soundness of this meawhich I had hoped better things, or from the Free Press, from which I did not expect any different treatment, or the Glebe contract in 1878, with terms largely in excess that this contract contains. But it sure, whether it was the Ottawa Citizen, from newspaper of Toronto; and when I take up these papers and find that in every criticism of those that this contract contains. But it every single ground of attack is based upon was not a contract that was capable mistatements of what the contract contains, of fulfilment, because the parties I am confirmed in my opinion that they were unable in the then conditions of this found that contract unimpeachable, and that a fair and candid criticism would compel them to give their adhesion to it. When I look at those criticisms I am reminded of the position a gentleman would occupy who had made a contract for construction of the discharge of the public business if we had the position a gentleman would occupy who 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 other ship that ever was built in the world.

But, sir, I am reminded of what would be the ed, and that would enable the parties engage. But, sir, I am reminded of what would be the better position of a man who, after building a ship and finishing it complete in every respect, would be told by his employers that spect, would be told by his employers that cannot be know that all that a command of capital can do they have the advantage of, favorable standard, and that we ought a suppose the capital can do they have the advantage of, favorable standard, and that we ought a suppose the capital can do they have the advantage of, favorable standard, and that we ought a suppose the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we ought the capital can do they have the advantage of, favorable standard, and that we capital can do they have the advantage of, favorable standard, and that we capital can do they have the advantage of, favorable standard, and that we capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have the advantage of, favorable standard, and the capital can do they have t 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 skill and energy and a knowledge of have selected something higher. Well, it way an enormous charge must be entailed to like, and on that account they did not think precisely such work will do has been securivery well, after having obtained the opportance of the process of the security of making a contract, to make several tunity of making a contract to make several tunity of making a contract tunity of making a sight of in considering the real character of sight of in considering the real character of the project." I trust I have given to the House sufficient evidence to show not only that the proposition which we have hoped we would occupy, these hon. approval of Parliament is one entitled to their farorable consideration, not only that it is greatly within the amount voted by this at their command, to go forward with an en-House in 1873, a. ' subsequently in 1874, for terprise so essential to the progress of Cana-

remarks of hon. gentlemen opposite which have led me to believe to the contrary, I should have thought that this was a meas ure for which I could have confidently asked the support not only of those who usually support the Government, but of hon. gentle men opposite, who stood committed by their wetes and by the strongest possible state-ments of their leaders to the support of terms for the construction of this work

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 to gentlemen who compose the syndicate. Hon. Mr. MACKENEIS-Who said so?

Sir CHAS TUPPER—The organ of the hongentleman in this city. Hon. Mr. MACKERSEE-Do you mean the Citizen 1

Sir CEAS. TUPPER-Well, perhaps the Cite sen 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—a "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 gentlemen of the highest standing in Canada and in the British Empire. Hon. gentlemen do not like the Company, but one would suppose that their ideas had undergone revu sion upon that question.

THE MEMBERS OF THE SYNDICATE. gentlemen who have undertaken this work stand before the people of this country to-day in the strongest position that it is possible for gentlemen to occupy in relation to a great enterprise such as this. The Canadians en gaged in the enterprise are men who are nd to none in respect of commercia standing and canacity, and by their success in carrying out their great railway enterprises they have afforded us the best possible guarantee for the manner in which they will fulfil their engagements with the Govern nent and the Parliament of Canada. I may be told that the owners of the St. Paul, Min capolis & Manitoba Railway are members of this syndicate, and, sir, I am proud to know that that is the fact, and for this reason:—I 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 Grea Northwest and of large tracts of fertile land ontiguous to that railway. We all know that the great barrier to the successful de elopment of the Northwest was that in the absence of a Canadian Pacific Railway ou mmigration was obliged to filter through the territories of the United States, and the great efforts which have been made to secur immigration into the U.S., and intercent who were on the way to our North west have not been made by the Government 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 in this way, and any man with a head on his shoulder will see at once that a Company who have engaged to build and operate a road 650 miles 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 the south a volume of immigration t settle the lands, for that alone can make their enterprise successful. The interest which these gentlemen will have in the Canada Pacific Railway will be ten fold greater than any interest settle the lands, for that alone can make fold greater than any interest they ever had in the St. Paul, Minneapolis fanitobs, 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 t think that this company would not bear the scrutiny and investigation which was desir-

Hon. Mr. MACKENEIS-Who said so Sir CMAS. TUPPER—I hope I did not do the 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

With regard to the terms of the contract, I tion of this line will shorten the distance With regard to the terms of the contract, I do not hesitate to say that no greater injury could have been inflicted on the people of Canada than to have made the conditions of 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 we had to go by the Sault Stenorth of Lake Superior, the distance by 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, the best terms in their power has been done, always under the impression that we was capable of fulfilment, to give those genwas capable of fulfilment, to give those genwas capable of fulfilment, and afford them a fair

out in their power has been done, marie we will be to will be opportunity of grappling with this great, this gigantic enterprise, that we were so anxious to transfer from our shoulders to theirs; 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 or-dinary acceptation of the term in relation to country to raise the capital that was neces-sary. 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 contract, and I would ask hon gentlemen stipulations, but when I have stated to the opposite what more is desirable or necessary. House the terms under which these gentle-I have reterred to the position that those men have undertaken to construct this road, gentlemen occupy, but I would just ask hon. I think you will agree with me that they gentlemen opposite whether Canada would were entitled to as favorable consideration likely have this contract carried out with the success we all desire, expect and hope for, if we bad made the contract with the strongest Canada would have been in who, after havbody of capitalists that could be found in the city of London? What would you have had? We would have had as the first thing an English engineer with extravagant ideas,

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 it.

THE SHOURITY OBTAINED.

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 leposit of \$5.009.000 is too small. My opinion 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 propor tion 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 I yould ask the hon. gentleman to turn his attention to what was a similar work construced on this continent—the Union Pacific Railway, and I would ask him whether the capital of that company was larger, or whether 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 great 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 completion. 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 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 "Quebec 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 PROPITS TO THE OLDER PROVINCES Quebec had stretched out her arms

oward the great West as far as

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. pected was that it should pay some fraction of interest on its construction, but they also expected it would bear a great tide of Wesern traffic into her principal cities, and bring prosperity to her people, but unless some through connection is made, these expectations on the part of Quebec would not be realised, that if the eastern end was not constructed till the western end was finished, he hoped they would all be alive to enjoy the results." I will not say that there was any sarcasm in these remarks; I will no that the hon. gentleman was not shedding tears of sympathy when he was bemoaning the happy fate of Quebec, but where are Nova Scotia, 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 with the great Northwest territories of Canada, it would have been considered impossible of attain ment. What is of more vital importance to his province and the cities of Quebec. St. John and Halifax, than that they hould have ready access to the great Northwest? The fact is that that great country with its millions of fertile acres, that yield abundant returns to the industry of agriculcurists, 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 the hom gentleman.

Sir Oranes Tupper — I say that that Company embraces capitalists both of our own and of other countries who are men of the highest character, men whose names are the best guarantees that could be afforded the people of Careed. of the highest character, men whose hames are the best guarantees that could be afforded the people of Canada that any enterprise they may undertake will be successful.

The successful be successful way by 1891. Now, with regard to the disconstruction with the canadian Pacific, Railway by 1891. Now, with regard to the disconstruction with the construction way by 1891. to Sault Ste. Marie 294 miles, from Sault Ste. tion of obtaining. Now, we propose to secure the construction of a through line, to be commenced on the 1st of July next, which will 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 1,057 miles by rail, the distance from Callendar Station to Linkoping, the station where the line will strike the Thunder Bay branch, being 686 miles, and that from Linkoping to Winnipeg being 371 miles; so that the House will the shortest possible line by which to reach Winnipeg. It will also see that the distance from Montreal to Callendar Station is 354 miles, while the distance from Toronto by the Gravenhurst line is 226 miles, or 125

now advert for a moment to