

Mr. BLAKE. I wish the hon. gentleman would, as the information I have received is very specific. It was one of the principal bridges across the Fraser, and it was said it would occasion one year's delay.

Sir CHARLES TUPPER. I have no doubt it was a mistake, but I will see about it.

70. Station accommodation\$ 200,000 00

Sir CHARLES TUPPER. These stations are on the British Columbia portion of the railway, and cover the whole line. This sum is in addition to the \$30,000 spent before, and embraces the total cost.

71. Subsidy\$6,000,000 00

Mr. BLAKE. The hon. gentleman will, perhaps, explain whether this calculation of \$6,000,000 was predicated upon the altered mode of payment prescribed by the Act in force during the present Session, or upon the mode of payment in force prior thereto?

Sir CHARLES TUPPER. It is predicated upon the altered mode of payment, and is assumed to cover the amount that will be necessary to complete the work within the time stated.

Mr. BLAKE. I observed the statement to be that the expenditure of the Company would be \$1,250,000 a month, for the first of the two years which practically remained, and \$1,000,000 per month for the latter of the two years, thus indicating that there would be a larger portion in the earlier years, which we are now voting for, than in the latter years. But the whole subsidy is, if I remember aright, \$12,710,000, and there is a lesser scale of expenditure in the latter years than in the earlier years. It would appear as if a larger sum than \$6,000,000 would be falling into the first year. The hon. gentleman will recollect the statement was made, that the \$15,000,000 would be spent in the first year, and \$12,000,000 in the second, making \$27,000,000 in all.

Sir CHARLES TUPPER. Yes.

Mr. BLAKE. There does not seem to be an allocation of the subsidy proportionate to that half.

Sir CHARLES TUPPER. Yes; the early part of the subsidy.

Mr. BLAKE. But then much more than that \$12,710,000 is to be spent in the year we are now voting for. The proportions are 15 to 12; instead of that, the hon. gentleman is putting it the other way, 12 to 15.

Sir CHARLES TUPPER. This has nothing to do with the line.

Mr. BLAKE. But now we are paying in proportion to the work done. They are going to do more than half this year, therefore, they get more than half the subsidy this year.

Sir CHARLES TUPPER. Yes; I see the point you are raising.

Mr. CHARLTON. If the hon. Minister would allow me, I would like to ask a question with reference to the station accommodation, an item which is already passed. The sum, it strikes me, is a large one for the number of stations to be required on 200 miles. What number of stations do the Government intend to construct?

Sir CHARLES TUPPER. I cannot say at this moment.

Mr. CHARLTON. It is nearly \$1,000 a mile.

Sir CHARLES TUPPER. I will make a note of that, and give a statement of the number on Concurrence.

Mr. BLAKE. Would the hon. gentleman give some further information as to this scale of payment—because I am a little afraid.

Sir CHARLES TUPPER. Yes; I will do that also.

Mr. BLAKE. Perhaps, at the same time, the hon. gentleman would give us some information as to the amount he expects to expend on the line of these works.

Sir CHARLES TUPPER. The same proportion as 12 to 15.

Intercolonial Railway.

72. Halifax Extension\$18,000 00

Sir CHARLES TUPPER. This amount is proposed to be appropriated as follows: \$3,000 to rebuild a hay shed torn down in rearranging the tracks for the extension in to Halifax; \$5,000 for filling in portion of water lot acquired from the Imperial Government, at the west end of the dockyard, this work being required by the Imperial authorities; \$10,000 for the purchase of water lots at Richmond wharf, additional accommodation for vessels being required. The sum of \$18,000 will entirely complete the work at Halifax.

Mr. BLAKE. The extension is in connection with the elevator. I understood the Minister to say, on a former occasion, that four cargoes had been shipped.

Sir CHARLES TUPPER. Yes.

Mr. BLAKE. I am told only one cargo was grain and the other peas?

Sir CHARLES TUPPER. Yes, peas, which were shipped through the elevator. The hon. gentleman is aware that the short crop of wheat in Ontario has entirely changed the position from what was expected if there had been the usual supply of grain in Canada.

73. Increased accommodation at St. John\$25,000 00

Sir CHARLES TUPPER. This amount is required to construct a connecting line between the Intercolonial Railway and the St. John Bridge, at St. John. The Company is engaged in constructing a bridge which will connect the Intercolonial with railways on the other side of the harbour, and this amount is required to connect the Intercolonial with the bridge.

74. St. Charles Branch.....\$40,000 00

Sir CHARLES TUPPER. This vote is required for the purpose of constructing a coal wharf and making connection at Point Lévis. This branch is expected to be opened in June or July.

Sir RICHARD CARTWRIGHT. What has been the entire cost of the St. Charles Branch?

Sir CHARLES TUPPER. It has cost a much larger sum than was anticipated. I am afraid that before completion, the cost will be very little short of \$1,000,000.

Mr. BLAKE. What was the hon. gentleman's estimate?

Sir CHARLES TUPPER. I think about half that amount.

Mr. BLAKE. Does the hon. gentleman think if we had had the Minister of Railways in Canada all the time he could have kept the cost down?

Sir CHARLES TUPPER. No; I took every possible precaution to ascertain the value of the land and right of way, but those have proved much more costly than I supposed, or the officers in the Department and land valuers estimated, and these charges have swollen the amount out of all proportion to the estimate. The length of the branch is 13 miles.

Mr. CHARLTON. In settling for the right of way, has there been litigation in any case?

Sir CHARLES TUPPER. There has been, but the claims have been largely settled by arbitration.

Mr. BLAKE. Almost all settled by arbitration?