

undertaking—a raised road, so far as snow, water and all those difficulties are concerned, is being constructed not only on the trunk, but on all branch lines. The result of this to the country will be most important; because we shall have in this country, extending from sea to sea, a class of railway of the very highest character, over which the greatest amount of speed can be obtained, and the largest volume of traffic carried at the cheapest possible rate. In the construction of a national line of railway, the House will see of what vital importance it is to Canada, in view of the competition with those great national projects to the south of us, the Northern Pacific, the Union and Central Pacific Railways, that to secure the traffic through Canadian channels, the Company should have adopted a much higher class of railway than they were compelled, under their contract, to construct. I mention that because the late Minister of the Interior labored under the somewhat strange delusion as to the want of care in the construction of the line shown by the Canadian Pacific Railway. Some person had pointed out to him that they were laying rails on the ice. I believe something of that kind did take place. I am afraid it took place in consequence of a portion of the road constructed by the Government between Winnipeg and Stonewall, being overflowed by water, and instead of taking up the track it was more convenient to lay it over the ice, and I dare say some sidings in connection with the traffic required to be for the time to be laid on the ice. I can only say that having travelled over 130 miles of the road, from Winnipeg to Brandon, in company with Mr. Schreiber, the Government Engineer, and after a most careful examination of the mode in which the Company constructed the road, I was delighted with it. They were making every mile of the road, whether main lines or branches, the finest description of road. Of course, it involved in constructing a road on the prairie no such expense to make a first class road as in the rougher portions of the country. I may now, by referring to the line through its entire extent for a single moment, draw the attention of the hon. gentleman to the position we will occupy when the railway is completed.

**Mr. MACKENZIE.** Before the hon. gentleman proceeds, I would like him to state one thing he has omitted, namely, the amount expended by the Government on the first 169 miles west, and the condition of that flat country.

**Sir CHARLES TUPPER.** I may say that I have not mentioned that to the House, because I have already laid on