

right to mention to the House, for the information of the public, the facts exactly as they are. I could not do it earlier, because telegraphic messages have been going on—until yesterday I may say—between the two Governments and between our agent, Mr. Trutch, and myself. These are the facts, and I desire them to go to the public, so that the public will be fully advised as to the responsibilities the Canadian Government have undertaken under this arrangement, and that the country may have an opportunity of considering them between now and next session.

CANADIAN PACIFIC RAILWAY.

APPENDIX NO. XIII.

Under the terms of the contract entered into in 1881 with the Canadian Pacific Railway Company, the Government have undertaken to construct the line, between—Prince Arthur's Landing on Lake Superior, and Red River;—and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia; and the Company, on their part, have undertaken to construct, within a specified time, the line between Callander Station, their eastern terminus at the east end of Lake Nipissing, and Prince Arthur's Landing; also, between Red River and Savona's Ferry; the whole line to be the property of the company, and to be maintained and operated by the said company.

TRUNK LINE.

The following distances are calculated on a route running through the City of Winnipeg and by the Kicking Horse Pass, if approved :

	<i>Miles.</i>
1. From Callander (120 miles west from Pembroke, to Prince Arthur's Landing, an estimated distance of.....	650
2. From Prince Arthur's Landing to Winnipeg.....	433
3. From Winnipeg, <i>via</i> Kicking Horse Pass to Savona's Ferry (at the foot of Kamloops Lake) an estimated distance of.....	1,259
5. From Savona's Ferry to Port Moody.....	215
Approximate length of the trunk line between Callander and Port Moody on the Pacific.....	2,557