

\$646,640 less than the contract amount. On the sections from Emory's Bar to Port Moody, of course the contract being for a lump sum, we expect, with the careful and accurate survey which was made and the thorough knowledge of the work obtained before the contract was let, to complete it for the amount stated in the contract—\$2,486,000. On section 63, the contract price was \$2,727,200, and we expect to complete it for \$2,324,000—a saving of \$403,200. So that I may state, in round numbers, that on contracts 13, 25, 15 and 14 the cost will be \$1,560,139 more than the contract price; and on contracts 41, 42, 60, 61, 62 and 63, the saving will be \$4,051,630, or that amount less than contemplated when the contracts were made. I give this information to the House because it is of very great interest, and I know how glad the House will be to learn, that in these remote and difficult sections of country, we have been enabled to make so great a reduction of cost, to save so very large an amount of money to the country. I may say, that in regard to the work that is being constructed by the Government, the greatest possible care has been taken to secure a first class road. I may say, in addition to that, that the policy which I propounded to the House by changing entirely the character and class of railway to be constructed, by building the cheapest possible line through the prairie country, was abandoned by the Company when they came in possession of the road; and I can challenge the closest scrutiny of the subject when I say that not only are we carrying out the portion of the road to be constructed by us, notwithstanding these great savings in such a way as to secure the construction of a first-class railway, but that it is not possible to construct a better description of railway than is being constructed in the North-West by the Company. The finest rails to be found on this continent are those they are now importing. They are the highest class of steel rails; and my hon. friend and predecessor, will perhaps be surprised to learn that they use a better fish-plate than that on the Intercolonial Railway, or the Canadian Pacific Railway as carried on by my hon. friend and after him by me until this change took place. The adoption of a fish-plate in the form of a knee—giving much greater strength than the excellent pattern we used, shows they are determined to economize in the operation of the road by the construction of the very best description of road possible. Instead of laying out a road upon the prairie with merely a sufficient amount of ballast to enable it to be operated—as I contemplated at the time I found so much difficulty, owing to the want of support of hon. gentleman opposite, in carrying on the Canadian Pacific Railway as a Government