

the portion now under contract extends, is 335 miles, which can be constructed, I believe, for \$40,000 a mile. But Mr. Fleming, more cautious, has given an outside estimate of \$43,660 a mile. This is much heavier than the prairie district but is light compared to the section we have let in the canyons of the Fraser. That will give \$15,500,000 for the section from Jasper House to Kamloops. From Kamloops to Yale is 125 miles, which Mr. Fleming estimates at \$80,000 a mile, or \$10,000,000 to complete the road, with a fair equipment for any traffic likely to be required. In my opinion we may set down, instead of \$10,000,000, \$9,000,000 for that work. From Yale to Port Moody, 90 miles, he estimates at about \$38,888 a mile, or \$3,500,000. Those 550 miles foot up to \$29,000,000, to which, with his usual caution, Mr. Fleming adds \$1,000,000; this makes, with the \$17,000,000 for the road from Fort William to Red River, and \$13,000,000 from Red River to Jasper Valley, \$30,000,000 from that point to Burrard Inlet, a total of \$60,000,000. To that, add for surveys and explorations, not included in the cost of engineering and locations, and other operations, \$3,119,618. The House will be very much surprised to learn the lavish expenditure of the late Government in British Columbia, if, at the time, the then Premier did not intend to carry the work to completion. From June, 1871, to June, 1872, surveys in British Columbia cost \$182,216; from 1872 to 1873, \$315,000—the late Government, of course, not being responsible for that. From 1873 to 1874, \$118,000; from 1874 to 1875, \$191,241; from 1875 to 1876, \$330,162; from 1876 to 1877, no less than \$273,788, or \$600,000 for those two years; from 1877 to 1878, \$126,476; from 1878 to 1879, \$50,112; and from July, 1879, to December, \$25,000 more, making a total of \$1,611,997 for surveys in British Columbia. To that, add the expenditure between Lakes Nipissing and Superior, and between Lake Superior and Red River and the Rocky Mountains, in all \$1,507,621, making a total of \$3,119,618 to be added to the \$60,000,000, embracing all the other expenditures in connection with the Canadian Pacific Railway, except the Pembina Branch. The Pembina Branch is estimated to cost, when finished and

equipped, \$1,750,000, making in all, including the construction from Lake Superior to Burrard Inlet, and all the surveys, a sum of \$64,869,618. That completes the Canadian Pacific Railway, with the exception of 600 miles from Fort William to Nipissing, the terminal point.

MR. MACKENZIE: It is more than 600 miles.

SIR CHARLES TUPPER: After the Canada Central Company extend their line to the Sault on the line I expect they will follow, it will be considerably less than 600 miles, because we will strike the Canada Central some sixty or seventy miles west of the southeast bay of Lake Nipissing. Therefore, my estimate is more likely to be over the mark than under it. I am inclined to think, from the surveys that have been prosecuted during the past year, from Nipigon to Fort William, and a good easy line can be obtained, so much so as to make it doubtful whether it may not be desirable to go to Fort William rather than to strike the line from Lake Superior to Red River, some fifty or sixty miles outside the present terminus. I have also had a survey made from Nipigon eastward to Long Lake, and the line there is much more favourable than was before supposed. The line from Nipissing towards the head of Lake Superior is also found to be an extremely favourable line, running through an even country, well timbered; so that I am happy to be able to say that the completion of our national through line of railway from Ottawa to the waters of the Pacific—I may say from Halifax, on the Atlantic, to the waters of the Pacific—will be attended with much less difficulty and expense than we have been led to suppose down to the present time. I need not say we do not propose to grapple with the whole of this work at the present moment, but I believe that with the prospect of the development of the great North-West and the increase of population, at a comparatively early day, the pressure for the construction of the through line will ere long become so great as to warrant and compel that work being undertaken as essential in the interests of Canada. Now, I believe we may safely put the cost of that work at \$30,000 a mile. In the first place, we will have