

you are aware, is about 130 miles from Winnipeg. The Company expect to be able to lay some 500 miles of track in a direct westerly line during the coming season; but, as I have already stated, the Government does not intend to make any payments on any portion of the line beyond Moose Jaw Creek until they are satisfied that a better line can be obtained for the Canadian Pacific Railway by going south to Kicking Horse Pass than had already been obtained in the direction of the Yellow Head Pass. The location of the Canadian Pacific Railway being more southerly than was intended or contemplated two years ago, I think will be attended with this advantage: that the branches will require to be fewer, and, as is perfectly obvious, the fewer the branches are the longer they will be, and the greater the facility with which they can be operated. The whole of the country to the north of the Canadian Pacific Railway is open for the construction of long branches running in various directions, and from their length, they can be operated with greater advantage and to greater profit than short branches could be worked. The Company have about 8,000 tons of rails now at the end of their track, and a very large quantity of sleepers, and an enormous quantity of rails are now in transit from Great Britain and the Continent, to carry on with great vigor the prosecution of these works. The payments up to the present date to the Company have been \$1,610,000 in cash, and 1,610,000 acres of land. The branches of the Canadian Pacific Railway, as the House is aware, are, 1st. The branch from Winnipeg to Emerson, which, including the cost of the road to Selkirk, has cost, up to January, 1882, \$1,538,033. The earnings upon this branch during the ten months that the Government operated it, before it was transferred to the Company, up to the 30th April, 1881, amounted to \$291,498. I mention this more especially because I think that a return which was moved for by the hon. member for Westmoreland has not yet been laid on the Table.

Mr. BLAKE. What have been the receipts since?

Sir CHARLES TUPPER. I will be very glad to give the hon. gentleman that information. The traffic has increased enormously since that date. From 1st of May, 1881, to 31st of March, 1882, there were no less than 21,486 through passengers, and the present rate of passengers, as I understand it, is from 300 to 1,000 per day; the passengers in March last numbered 5,684, and from the 1st to the 15th April, no less than 3,354. I may say that as they take all persons below twelve years of age without tickets, those passengers only embrace what we may