

to Trois Pistoles, one from Montreal to Toronto, one from Belleville to Peterboro', and one from Toronto to Sarnia, and there is also the Victoria Bridge included in the agreement.

4. Beginning with the Montreal and Toronto, what is the length, and the contract price?—The length of the Montreal and Toronto section is 345 miles, and the total cost is £3,000,000. (All answers that I shall give to the Committee to-day referring to figures and accounts are in sterling.)

5. How much is the Provincial guarantee on this section?—The Provincial guarantee on this section is £1,035,000.

6. Will you state what the contracts provide as to the character of the works? What are the bridges to be constructed of, the stations and other buildings?—They provide that the line and all its appurtenances shall be equal to any first-class English Railway, and superior to any now known or used on this Continent. The Bridges are to be of masonry or brick work with iron tubes across the spans. All these Tubes are on the principle of the well known Britannia Bridge across the Menai Straits in Wales. The Stations and all other Buildings, such as Engineer repairing Shops &c., are to be of brick or stone covered with slate or metal.

7. Do the contracts include a supply of Engines, freight and passenger cars, snow ploughs, work-shops, &c.?—They do. There is a specification which gives in detail the number of Engines, Cars, both Passenger and Freight, as well as Gravel Cars, Snow Ploughs, Repairing Shops, Water Houses, Wood-Sheds, in short every article required for efficiently working the Railway.

8. Are the Contractors bound to pay the entire interest on the Capital Stock as well as debentures of all kinds until the delivery of the Railway to the Company?—Yes, they are so bound.

9. What is the contract price for the Belleville and Peterboro' line, and what are its length, and the character of the works? Is this work commenced, and when is it to be finished? It is fifty miles in length, and the cost is to be £400,000. The works on this section, and indeed I may say upon every other section of the Grand Trunk line are to be of the character described in my answers having reference to the works of the Montreal and Toronto section. The Line between Belleville and Peterborough is not yet commenced; it is one of the portions we propose to postpone for the present, that is, until the money and labour markets are in a more favorable condition for carrying on great undertakings in Canada.

10. What is the contract price for the Victoria Bridge? One million four hundred thousand pounds, with a power to the Engineer-in-chief of the Company to certify for the payment of another £100,000 if, at the completion of the work, he is satisfied that that additional sum should be paid to Messrs. Peto & Co.

11. What will be the amount expended on the Victoria Bridge at the end of the present year, and at what rate are the works to proceed each year;—describe what has been done this year and what is likely to be the progress next year?—There will be about £200,000 expended on the Bridge this year, and it is intended to expend from £200,000 to £250,000 each year during its construction. All the preliminary arrangements for carrying out the works have been organized; and of actual work done, what we call Pier No. 1, that is the pier next to the northern abutment, is finished. The Pier No. 2 is progressing very satisfactorily, and if the weather continue open it may be nearly finished this season. The northern abutment will be brought about as high as the winter level of the St. Lawrence. The amount of masonry in this abutment may be judged by the fact that it is 242