

of the late Government, on the 31st of August, 1876. It was made at the time that Lord Dufferin was in British Columbia on a mission that proved to be a failure; was made after the route for the Pacific Railway had been adopted

from Tête Jaune Pass to Fort George; and was published, no doubt, semi-officially by the hon. member for Lambton to influence the people of British Columbia. It is as follows:

Thunder Bay to Red River,	413 miles,	average per mile	\$28,000	.....	\$11,430,000
Red River to Livingstone,	271 do	do	18,300	.....	4,420,000
Livingstone to Edmonton,	516 do	do	19,000	.....	9,772,000
Edmonton to Yellow Head Pass,	283 do	do	19,000	.....	6,601,000
Yellow Head Pass to Stewart River,	260 do	do	20,000	.....	5,335,000
Stewart River to Bute Inlet,	288 do	do	46,500	.....	13,420,000
<b>Total miles</b>	<b>2,031</b>				<b>Total cost \$50,978,500</b>
French River to Thunder Bay,	620 do	do	40,000	.....	24,800,000
<b>Total through line</b>	<b>2,651 miles.</b>				<b>Total cost \$75,778,500</b>

#### Branches.

Georgian Bay Branch, 80 miles	.....	\$1,120,000
Pembina Branch, 89 miles, at \$15,000 per mile	.....	1,335,000
Subsidy to Canada Central, 120 miles, at \$12,000 per mile	.....	1,440,000
		<b>3,895,000</b>
<b>Total cost Pacific Railway</b>	.....	<b>\$79,673,500</b>

The hon. the Minister of Railways, I believe, estimated the cost of the Pacific Railway from Thunder Bay to Burrard Inlet at \$64,000,000. This is higher than the *Globe's* semi-official statement in 1876, for the longer and alleged more costly line from Thunder Bay to Bute Inlet, namely, \$50,978,500. Sir, if this estimate of the hon. member for Lambton and his Engineers were true in 1876, it is true now, and shows that what the hon. members opposite sometimes allege to be a work of appalling magnitude is no such thing, and that the objections that they urge are consequently unreasonable. No reasonable public man will truthfully say that \$50,978,500 to construct the Pacific Railway in ten years to come from Thunder Bay to the Pacific is a sum of such appalling magnitude that the people of Canada cannot bear the burden. But, Sir, no matter which is right, the estimate of the hon. the Minister of Railways or that of the hon. member for Lambton, we should not halt; but should complete the Railway to the Pacific within the next ten years. The line from Thunder Bay to French River was estimated by the *Globe* to cost \$24,800,000; the Pembina Branch, the Georgian Bay Branch, and the subsidy to the Canada Central at \$3,895,000, making the total cost of the Pacific Railway from French River to Bute Inlet, \$79,673,500. This differs little from the estimate of the hon.

the Minister of Railways, which I understood him to fix at \$82,000,000, for the entire Railway when completed and in operation. Now, Sir, the highest estimate of the cost of the Pacific Railway completed is nearly \$6,000,000 less than the total sum given by the Dominion, the Provinces and the Municipalities, in aid of Railways throughout Canada up to 1879. The Railway statistics supplied to Parliament up to April, 1879, are as follows:

	Amount of aid for Railway.
Dominion	\$65,939,900 51
Ontario	2,229,639 02
Quebec	8,513,613 27
New Brunswick	2,730,000 00
Nova Scotia	818,750 00
Municipalities	7,224,578 63
<b>Total</b>	<b>\$87,456,481 43</b>

This sum has been spent within the last fifteen or twenty years. Yet the country is none the poorer; in fact, it is far richer. The people are as well clothed, fed and housed as they were before its expenditure; and are better able to-day to expend \$80,000,000 in the construction of the Pacific Railway than they were at any period during the expenditure of the \$87,456,481. The aid for railways was paid in bonds, loans, taxes; but the Dominion will repay herself the total expenditure for the Pacific Railway out of revenue received from the sales of land

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