

Mr. BLAKE. Not more than the original price.

Sir CHARLES TUPPER. Not the original contract price; but the hon. gentleman will see that you add to the original contract price \$250,000, making a total of \$1,844,845. There is between that and the cost of the work the sum \$735,500. Now, I come to the work from Cross Lake to Selkirk, section 14, between the contract just referred to and Red River. The contract price for that work was \$402,950, and the estimated cost is \$733,602, or \$330,652 more than the contemplated cost. I now come to the four contracts between Kamloops and Emory's Bar, 60, 61, 62, and 63, making 127 miles; and I am glad to be able to say that on 63, while the price of the contract was \$1,746,150, the amount we expect to complete the work for is \$1,192,600, or \$553,550 less than anticipated.

Mr. MACKENZIE. Does your first estimate embrace the \$250,000 set down for contingencies.

Sir CHARLES TUPPER. I am taking the actual estimate of the work to be executed; and in that case, although great attention and expense were devoted to as careful and as thorough a survey as possible, it had to be made through so rugged and difficult a country, one almost impassible, that it was utterly impossible to expect to obtain such correct location surveys as could only have been made when a staff of engineers were on the ground, engaged in the construction of the road, and which it may be in their power to secure, with a reduction of the work, by every possible means they can devise.

Mr. MACKENZIE. Will the hon. gentleman state what reduction was made on the radius of the curves?

Sir CHARLES TUPPER. We have sacrificed nothing in that respect that will, in the least degree, injure the character of the road; and having travelled, as I have, over the Union Pacific and Central Pacific Railways, around curves much sharper than any to be met on the line of the Canadian Pacific Railway—at a very considerable speed—I am able to say that our road will compare, not only most favorably, but is a first-class road, as compared with the roads to which I have referred. In fact, all these contracts contemplated the construction of a first class railway. On the first section, I was saying \$553,550 were saved on the amount stipulated in the contract. On section 62, the contract price was \$2,056,950. We expect to complete it for \$1,368,670, or \$688,280 less than the price contained in the contract when granted. For section 61 the contract price is \$2,573,640, and we expect to complete it for \$1,927,000, or