

the 31st December have not been made to any large extent. On the Canada Central there was spent \$563,715. I am glad to be able to say, in connection with the contract for the section west of Red River, that the contractor entertains no doubt of opening fifty miles by July, and of laying the track, and being able to carry passengers over the 100 miles by the end of the season. We also expect to be able to complete the first fifty miles of the second 100, west of Manitoba, by the July following, and the remainder during the year 1881. For engineering and miscellaneous expenditures in connection with construction, \$993,000; payments not under contract, including such as for land at the Kaministiquia, and dredging at Thunder Bay, etc., \$247,300. The total for construction, \$1,709,257, to the 31st December last. Explorations, preliminary surveys, and general examination of the whole country from Nipissing to James' Bay in the east, and in British Columbia* on the west, from Victoria, to Fort Simpson, extending throughout from the 49th parallel to the 56th parallel, \$3,119,618. Total expenditure upon the Canadian Pacific Railway, including the Pembina Branch, \$13,848,876. There is another item of Pacific Railway accounts of \$22,995, being a payment on the Dawson route in settlement with one of the contractors, and on the Fort Frances Locks, which cost \$287,795, which, being one hundred miles away from the line, I do not think ought to be charged to the Canadian Pacific Railway account. But including this it reaches the total to the end of the year of \$14,159,665.

It, being Six o'clock the Speaker left the Chair.

After Recess.

SIR CHARLES TUPPER: Before six o'clock, I was about taking up the question of the expenditure that will be required to complete the Canadian Pacific Railway. I will now submit a calculation I believe to be an outside one, or above the probable outlay. This estimate has been prepared by a gentleman who has had the widest and best opportunity of forming a deliberate and dispassionate judgment on the subject—a gentleman whose ability, in my opinion, is only exceeded by his caution—Mr. Sandford

Fleming, Engineer-in-Chief of the Canada Pacific Railway. However much this estimate of expenditure may be reduced, I am sure it cannot be exceeded. The distance from Lake Superior to Burrard Inlet is 1,956 miles; that is adding twenty miles for the diversion of the line to the south of Lake Manitoba, and deducting three and three-quarters miles for the reduction in the distance between Lake Superior and Red River, and the shortening by the change of route passing north of Edmonton instead of south as before. That total includes the Fort William and Selkirk section of 406 miles as now reduced; and for that I submit an estimate for completion in the manner intended as a first-class road, and with a thorough equipment for the large traffic expected, and including terminal stations, \$17,000,000, or \$1,000,000 less for the reasons stated than my estimate of last year. The 1,000 from Selkirk to Jasper Valley, the dividing point just beyond the foot of the Rocky Mountains, including a light equipment—all that will be required for some years—Mr. Fleming estimates at \$13,000,000, that is \$3,000,000 more than the average estimate for the 200 miles west of Red River, in order to be entirely safe. We have 100 miles actually under contract, and have received tenders for the other 100 miles, and I do not expect the average cost to exceed that of the 100 miles just let.

MR. BLAKE: What is the amount estimated for the equipment per mile?

SIR CHARLES TUPPER: A light equipment is all we shall require for some years.

MR. BLAKE: Will it be \$1,000 or \$2,000 per mile?

SIR CHARLES TUPPER: When the traffic demands a heavier equipment there will be means for providing it.

MR. BLAKE: I only want to know your estimate in dollars.

SIR CHARLES TUPPER: It is \$13,000 per mile, as against an estimate we should be justified in giving of \$10,000 a mile, making \$3,000,000 more than the average of the amount probably needed to complete and supply with a fair equipment the 200 miles we have under contract on the prairies. From Jasper Valley to Port Moody the distance is 550 miles. From Jasper to Kamloops, in British Columbia, to which