

that road now, and there are also the spring importations. But the hon. gentleman and I differ so widely as to the business that the rush of emigration into that country will produce, and will continue for some time, that I am afraid we should hardly agree as to our estimate of what the monthly returns will be. I am sanguine that the road certainly will be in charge of the Government, that in fact we shall receive some return over and above all expenditure. I would not like to say that I believe the return we have received from the 1st March would be maintained throughout the year.

MR. ANGLIN: I think it is very improbable it can be maintained throughout the year. The number of passengers, in the aggregate, seems very large. I was much amused at the tone of exultation of the hon. the Minister of Railways when he made the announcement. Yet, if we look more closely into the matter, the number is not so large. This Pembina Branch road is the only inlet, at present, into that country. There are many persons passing in and out, just now, in connection with the contracts that have just been let. The period for which the hon. gentleman made that report extended over forty-three days, and 5,000 passengers were found to have passed over the road. This would make, taking Sundays, 125 passengers a day, which, counting returns on a railway of sixty-five miles in length, is certainly not so very enormous.

SIR CHARLES TUPPER: The number of passengers was 7,000. I drew the attention of the House more to the figures with reference to the net earnings, because the House will see at once it was not simply a question of how much business was done in that time, but the cost at which this business was done. Hon. gentlemen familiar with the North-West will bear me out in the statement that, for a great many years no such stormy winter has occurred as the winter through which we have just passed. The difficulties on this line of railway from St. Paul to Winnipeg being enhanced; the cost of maintenance has been more during the past year than during any other year for ten years back. We have no snow-plough. We have been obliged to employ large numbers of extra men to keep the track clear, and yet for all that, from 1st March to 10th April, there was a net revenue of

\$21,000. I think that was an extremely encouraging condition of things.

MR. MACKENZIE: How much of this represented Government property carried over the road?

SIR CHARLES TUPPER: I have no doubt that a considerable portion of that 12,000 tons of freight was in connection with the Government works that are being carried on—not exactly the property of the Government, but the property of the contractors, the plant and rails.

MR. SMITH (Selkirk): No doubt there been a great traffic over that road apart from that belonging to the Government. But it is also the case that the storms have been much more severe this last winter than for fifty years back, and, consequently, the expense has been greatly increased. In reply to the hon. member for Glengarry (Mr. McLennan), the hon. Minister might have added that, notwithstanding, the completion of that road was very tardy indeed. It would have been infinitely more so had it not been for the great assistance that was rendered by the contractors in working the road.

MR. ANGLIN: I would ask the hon. the Minister of Railways how much of this large amount of \$7,791,000 we are now asked to vote, does he think will be expended during the twelve months commencing on 1st July next; and whether he could tell us whether the money to be so expended is now provided?

SIR CHARLES TUPPER: I am happy to say that the hon. the Finance Minister says they can furnish the money required. We are, of course, obliged to allow a little margin in our estimate. I do not think all this money will be expended.

MR. ANGLIN: This is an important question considering the present financial condition of the country, and I think we ought to have some idea as to how much it is expected to expend within that time.

SIR CHARLES TUPPER: It is a serious question, and I am disposed to consider it seriously. It is of the utmost importance that every dollar of the vote for the British Columbia section should be expended within the year, for the reason that the country is already committed to this very large expenditure. A great expenditure has already been made for