

poses to build ; when he tells us what the curvature and gradients are to be, and the general character of the works and style of the road, we shall be better able to judge of the correctness of his revised estimates, but he would not even tell us a little while ago, what the estimated cost of equipment was ; he would merely say it was a light equipment, by which we can judge that this estimate is arrived at by cramping the road very much indeed. It would be very easy to tell, if only it were convenient to let us know, what the estimated cost of the equipment is. It is estimated upon the cost in dollars, of so many locomotives, so many freight and passenger cars at such a price. It is included for example in the estimate of \$13,000 a mile for the prairie road. But the hon. Minister of Railways would not tell us how much he could squeeze out for equipment in dollars from the \$13,000 a mile ; and I am not surprised, because, I dare say, he would have to go into decimals to give it to us. When you recollect that an adequate rolling-stock, according to the former estimates, costs \$2,000 a mile ; that the steel rails, plates and fastenings cost many thousands more per mile, you will find how very little remains of the \$13,000 a mile to construct the Railway. Then I say that the British Columbia end, taking the route adopted from the longitude of Edmonton at the old rates, and on the old style, would cost \$45,000,000, on which the permanent interest charged would be \$2,250,000, besides a large sum for running expenses. Now, the question for the House to determine is whether we ought or can afford here and now to take the initial step, pledging us to an absolute expenditure of at least \$10,000,000 at once, and to an ultimate expenditure for the standard through line from Edmonton to the Pacific of \$45,000,000, making an annual interest charge of \$2,250,000, besides over \$1,300,000 a year for the gross running expenses, subject, of course, to deduction of the gross receipts. Considering only what the railway works are which we are called upon to execute in the North-West to the eastward of Edmonton, and not considering at all our other engagements—the general financial engagements of the country ; the demand for various improvements, East, West, North and South,

the Provincial demands for aid ; not taking a comprehensive view of these various calls, but confining ourselves for the moment to the demand upon us in order to develop the North-West, in order thence to get the money on which the hon. Minister depends for the construction of the road in British Columbia, in order thus to render the construction in British Columbia possible. Is it—I will not say the part of prudence, but the part of sane men to commence now an expenditure of \$45,000,000 in that end of the Dominion ? The hon. gentleman has told us what, according to his present estimate, we have to do. According to his view we have to spend \$15,000,000 to build the road from Selkirk to Jasper House, and nearly \$5,000,000 on the Eastern works, making nearly \$20,000,000 to be spent, besides the \$15,000,000 already expended ; so that by the time we reach Jasper House, our total expenditure, exclusive of interest, will have been nearly \$35,000,000. But except by most seriously degrading the road, by altogether lowering the style of construction, by changing it from a good through line to an inferior colonisation road, it will be necessary, according to the estimates of the hon. member for Lambton, if they be correct, to expend a very much larger sum than the hon. Minister calculates to reach this result. The Canada Central Railway subsidy reaches \$1,440,000, the surveys, including those location surveys, which, after all, come out of the pockets of the people, whether called exploratory surveys or location surveys, amount to \$4,000,000. The road from Fort William to Selkirk was estimated at \$18,000,000 ; the Pembina Branch cost \$1,500,000, and adding \$100,000 for the Red River Bridge, we reach a little over \$25,000,000. From Selkirk to Edmonton, according to the old grades and style of construction, the hon. member for Lambton estimates at \$17,650,000, which, added to the \$25,000,000, makes a total of over \$42,500,000 as the amount, including what has been spent for surveys, which it will have cost the country, irrespective of interest and construction, to reach the point which I suggest as the reasonable terminus for the prairie section of the road. Of this amount we have paid \$15,000,000, and must provide nearly