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## ARTICLE VI.

### THE COST OF CONSTRUCTION.

The second condition to the future successful working of a railway is an outlay of capital in keeping with the requirements of the road. From the following it will be seen at a glance, how fatally defective has been the policy in this particular since the inception of this great national scheme.

The total cost of construction we work out as under.

The section from Thunder Bay—at the head of Lake Superior to Selkirk on the Red River, Sandford Fleming admits, at page 22 of his report for 1879—will cost \$44,000 per mile “as far as it can now be ascertained.” The original estimates having been exceeded in execution by 52 per cent—a fact brought out by Senator Macpherson—we are fully warranted in setting down the final average of this section at \$50,000 at least. The tenders lately received for the four sections, 125 miles in length, from Yale to Kamloops in British Columbia, exceed \$80,000 per mile, exclusive of rails, rolling stock, engineering, &c., &c.,—simply for the road bed. A foot note at the bottom of the printed form, purports, that part of the quantities set forth are only rough approximations, part simply conjectures. On the face of the tender the Government openly admit their complete ignorance of the nature and extent of the works for which they call for tenders—and also, that the country is to be handed over to contractors and engineers, who will, at a later day, settle amicably among themselves what shall be the true cost of this precious