

where this ten millions has gone. I would like to see the details of these varying estimates, because they are on the whole surprising to those who have been forming their opinions on the detailed statements made in published reports by responsible officials. There are 550 miles of a very difficult road to build, from Jasper House to Port Moody. For a part only of that road, for the 493 miles between the Divide and Port Moody, Mr. Fleming's estimate was about \$36,000,000. The estimate of Mr. Smith was \$36,500,000, and the estimate of Mr. Cambie was, I think, \$31,000,000. But the average estimate of the Chief and Assistant Engineer may be said to be over \$36,000,000 for this 493 miles, which would run up the 550 miles to \$40,000,000; and now it is said that the 550 miles, composed of this 493 miles and of 57 additional miles of inexpensive road, can be built for \$30,000,000, a difference of \$10,000,000. You add more than one-sixth to the mileage, and you subtract more than one-sixth from the cost. If so, the part is greater than the whole. I may be permitted to doubt a little whether a large part of the \$10,000,000 which has disappeared in a week from the cost of the Pacific Railway, has not been arbitrarily cut off from the British Columbia section. I cannot but believe that a very large part of that amount has been economised by taking an extravagant sum from that section, and I shall remain of the opinion, until I see some detailed statement, giving reasons why this immense saving is practicable, that the last estimate of the Chief Engineer is not so trustworthy, or based on such sound calculation as the former estimate of himself and his assistants. The House must not forget too that Port Moody is not the terminus of the Railway. The Engineers say that the terminus must be at Coal Harbour, or English Bay. You do, indeed, reach the Pacific seaboard at Port Moody, but not a satisfactory terminal harbour. You must go further, and spend another million of dollars to accomplish the other fourteen miles of distance before you see the end of your labours. But even supposing it to be our unhappy fate to get no further than Port Moody, and supposing the hon. gentleman's revised estimates to be realized, I call the attention of the House

to the fact that he calculates, himself, on spending \$30,000,000 for the western section, and \$13,000,000 only, or less than one-half the former sum for the whole of the prairie line. The fatal burden is still in the west. The hon. gentleman was right in dealing with the British Columbia, or western section, of this Railway as really beginning at a point east of the Rocky Mountains. But he did not go far enough east. In order to decide what is the true point of commencement of the western or British Columbia section of the road, you have to decide what is in truth the western end of the prairie road. That point is the commencement of the British Columbia section. I go further than the hon. gentleman. At a point seventy miles west of the longitude of Edmonton, you get to the end of the prairie. It is not necessary, in order to early settlement, that even as far as that point the country should be traversed by the Railway. Beyond that point, the Railway simply becomes necessary in view of British Columbia interests, and as a through line; unless, indeed, the outlet of the western prairie country is to be the Pacific and not the Atlantic ocean. I take, therefore, the longitude of Edmonton, which is also the point of divergence in case a northerly route should hereafter be adopted, as, for present purposes, the point of separation between the prairie and the British Columbia sections, and my hon. friend from Lambton, upon all the information which the official documents and the Engineer's reports give, added to his own knowledge, (assuming the continuance of the same gradients and curves, and the same style of construction and equipment, which were always intended up to the time he resigned,) estimates that the 256 miles from Edmonton to the summit would cost \$9,400,000, which added to Mr. Fleming's and Mr. Smith's estimates of over \$36,500,000, for the road from the Summit to the Pacific would give a total of over \$45,000,000, as the cost according to the old estimates and old style of construction of what may be described as the western section of the Railway. Of course when the hon. gentleman chooses to give us the information which will make it possible for us to judge what style of road he now pro-