

MR. MACKENZIE: Has all this work been done by tender?

SIR CHARLES TUPPER: Most of it. The ballasting, the principal item, is now let in the same way.

SIR RICHARD J. CARTWRIGHT: What is the total quantity of steel rails required?

SIR CHARLES TUPPER: Eleven thousand tons. About seventeen miles were laid with steel rails last year; the balance is expected here on the opening of navigation.

MR. MACKENZIE: You will use some of the old rails for sidings?

SIR CHARLES TUPPER: Yes.

Vote agreed to.

78 Legal Expenses..... \$3,000  
*Canadian Pacific Railway.*

79 Canada Central Extension (subsidised.) .....\$570,000

In reply to MR. MACKENZIE.

SIR CHARLES TUPPER said that that was the balance of the appropriation for the subsidy to the Canada Central Railway. The contractors expected to be able to finish the road to Nipissing within the time for which the vote was taken, and therefore he had embraced the whole in this vote.

Vote agreed to.

(	Fort William to English River	\$35,000
(	English River to Eagle River.	1,600,000
(	Eagle River to Keewatin. . . . .	2,500,000
(	Keewatin to Selkirk.....	680,000
(	Pembina Branch.....	86,000
80	West of Red River, including temporary bridge.....	1,450,000
(	Telegraph Lines and Roadway Station and Terminal Accommodation.....	60,000
(	Rolling Stock.....	150,000
(		600,000

In reply to Sir RICHARD J. CARTWRIGHT,

SIR CHARLES TUPPER said it had been found necessary to construct a temporary bridge at Winnipeg for the purpose of at once carrying the emigrant and other trains into that city, pending the construction of the bridge which was being constructed by the city of Winnipeg.

In reply to MR. MACKENZIE,

SIR CHARLES TUPPER said it was not intended to proceed with the bridge at Selkirk at the same time, the question of crossing the river having been postponed.

MR. SMITH (Selkirk) enquired what provision had been made for the passage of steamers through the temporary bridge.

SIR CHARLES TUPPER said he was afraid some little inconvenience would be involved to the steam communication by the construction of this bridge, but he thought the hon. member for Selkirk would see that the great convenience of the bridge would fully compensate for any inconvenience to the steamers. There would be an opening of twenty-nine feet under the bridge for barges, so as to interfere as little as possible with the navigation.

MR. SMITH (Selkirk): Would it not be possible, at a little additional expense, to give a passage to steamers. The hon. Minister is aware that the distance from Point Douglass to the west end of the Sound is very considerable, and that, during wet weather, it is almost impossible to transport heavy loads. It would be a great inconvenience to those living in the body of the town. Now, if for a small additional cost, this change could be made, it would prevent great inconvenience and heavy expense to the merchants and traders. The height of a steamer is thirty feet.

SIR CHARLES TUPPER: I suppose that by having a hinge in the chimney it might be arranged so that the steamer could go under it. To put a draw on the bridge would involve a large additional expense.

MR. SMITH: I hope the hon. Minister will endeavour to have that carried out.

MR. ANGLIN: The proposal will cause great loss and inconvenience to all those doing business by those steamers.

SIR CHARLES TUPPER: The hon. gentleman will understand that all the steamers from the United States will reach their accustomed landing before they come to the bridge. It is only the Hudson's Bay Company's steamers from the lake that come up to Winnipeg that will be interfered with, as I understand it.

MR. SMITH: There are many steamers besides the Hudson's Bay Company's. All the steamers trading between Winnipeg and Selkirk take that route. There were, last year, four or five steamers.

SIR CHARLES TUPPER: Providing railway communication from Selkirk to Winnipeg will fully cover all the difficulty of transport in that section.