

were borne in the case of the former partly by Lord Strathcona and partly by the British government, in the case of the latter by the government of Cape Colony.

3. The total amount paid by the Canadian government was \$1,972,255.20. The government is not aware of the total amount expended by the British government in this connection.

GRAND TRUNK PACIFIC RAILWAY—EXPENDITURES FOR TERMINALS.

Mr. FOSTER:

1. What has already been paid by the government for terminals in connection with the Grand Trunk Pacific railway, and at what points?

2. What is the estimated total cost to the government of these terminals at each point?

Mr. GRAHAM:

1. (a) So far as the eastern division is concerned nothing has been paid for terminals, except \$2,187.50 per month paid to the Canadian Northern railway being the government's proportion of rental for terminal facilities at Winnipeg under the agreement of March 1, 1907. (See Cap. 52, ED. VII., 6-7).

(b) The government pay no sum for terminals on the western division (Winnipeg to Prince Rupert) of the Grand Trunk Pacific railway. They merely guarantee the Grand Trunk Pacific Railway Company's bonds to the extent of \$13,000 per mile on the prairie section' and to the extent of 75 per cent of the cost of the 'mountain section.'

2. No estimate has been made of the total cost of terminals.

QUEBEC BRIDGE.

Mr. FOSTER:

1. What is the total cost to the government to date of the Quebec bridge, and what is the approximate sum required to complete it?

Mr. GRAHAM:

1. (a) The total cost to date, to the government is \$6,905,852.35; including subsidies paid of \$374,353.33.

(b) A contract has been awarded to M. P. Davis for the substructure of two pneumatic caissons; two abutments; two anchor piers; one intermediate pier which will be all required, if the ultimate decision is for a cantilever bridge, at \$2,448,475. If the decision is that a suspension bridge is to be built, the abutment, centre pier, and anchor pier, will not be required; but anchorage piers for the cables will be required. No estimate for the latter has been made pending requirement for same.

There is a provision for withdrawing the items named. The cost of the two pneumatic caissons is \$2,000,800, and will be required as planned whatever type of bridge superstructure is ultimately decided upon.

Pending such decision it is not in the public interest to give the estimate of cost of superstructure.

TEMPORARY LOANS.

Mr. FOSTER:

Have any temporary loans been made by the government since the beginning of this session? If so, where and on what conditions?

Mr. FIELDING:

No temporary loans have been obtained by the government since the beginning of the session. The cable despatches in the press recently no doubt arose from arrangements that were being made for obtaining a temporary loan at an early date.

NATIONAL TRANSCONTINENTAL RAILWAY—SHIPMENT OF WHEAT.

Mr. SCHAFFNER:

1. How many carloads of wheat have been transported over the National Transcontinental railway from Winnipeg to Fort William or Port Arthur up to November, 30 1909?

Mr. GRAHAM:

1. Ten car loads.

BREAKWATER AT GULLIVER'S COVE.

Mr. JAMESON:

1. Have any petitions been received by the government or by the Department of Public Works from the residents of Gulliver's Cove, Digby county, asking for the construction of a breakwater?

2. If so, when were the same received, from whom, and what action was taken thereon?

Mr. GRAHAM:

1. Yes.

2. (a) A petition signed by the residents of Gulliver's Cove was transmitted to the department by Mr. A. J. S. Copp, M.P., on April 18, 1901. (b) A report was secured from the resident engineer, estimating the cost of the proposed breakwater at \$12,000.

NORTHWEST MOUNTED POLICE BARRACKS AT CALGARY.

Mr. McCARTHY:

1. Have any applications been received by the government for the transfer to any railway corporation or corporations, or person, of the grounds now occupied by the Northwest Mounted Police in connection with their barracks at the city of Calgary?

2. If so, from whom have such applications been received for the transfer of the same, on what date, and for what portion of said property?

Mr. OLIVER:

1. Yes.

2. The Grand Trunk Pacific railway, on March 23, 1909. Sufficient area for a terminal.