

Mountains. After that has been built, it may be safely completed as a commercial road, one that will pay better year by year, and will ultimately be a very valuable property."

That is the opinion of the *Globe* newspaper, and I have no doubt that at all events, a large majority of the hon. gentlemen opposite will not repudiate this article. The hon. member for West Durham has attacked the figures quoted by my hon. friend the Minister of Railways, giving the cost of the railway from Thunder Bay to Burrard Inlet. The hon. gentleman has made his calculations; it was a new role for him to play, being a lawyer, and we have very seldom seen him plunged so deeply into figures as he was this evening. He thought that as he had not handled figures for some time he would make free use of them on this occasion. So when he was making his calculations as to the cost of the Railway, he thought he might as well as not double the cost estimated by Mr. Fleming. The Minister of Railways stated yesterday, that the first portion of the road from Fort William to Selkirk, would cost \$17,000,000; from Selkirk to Jasper Valley, \$13,000,000; from Jasper Valley to Fort Moody, including equipments and engineering, \$30,000,000, say \$60,000,000, altogether. Add to this the cost of preliminary surveys, explorations, etc., \$4,869,000, it would make a total of \$64,869,000. Add to this a section of the Pacific Railway from Nipissing to Fort William, \$24,000,000, if the cost is \$40,000 a mile; but if the cost is \$30,000 per mile—as it is more probable to be—it would amount to only \$18,000,000, which, added to the \$64,000,000, would make a grand total of \$82,869,000. The hon. gentleman has tried to convince the House that these figures have been put together for the purposes of the moment, and that they had no basis, that we could not show that they were the results of careful examination and calculation, such as an engineer should place before the head of his department. Under these circumstances, I may be allowed to give this House the data upon which the Chief Engineer has based those figures. It is proper that the House should know that these figures have not simply been put together to show that the Railway will cost \$64,000,000 plus the Nipissing and Fort William

portion of the road, making altogether \$88,000,000. The Chief Engineer has furnished the data of his calculations, which I will read to the House?

"OTTAWA, April 15, 1880.

"To the Hon. Sir Charles Tupper, K.C.M.G.,
Minister of Railways and Canals.

"ESTIMATE OF COST, CANADIAN PACIFIC RAILWAY.

"SIR,—I have the honour to submit the following estimate of the probable expenditure necessary to place the Canadian Pacific Railway in operation from Lake Superior to Port Moody. I understand the policy of the Government with respect to the Railway to be:

"1. To construct the section between Lake Superior and Red River, with the limited gradients and curves set forth in my report, laid before Parliament, so as to secure cheap transportation, and to provide, by the time the railway shall be ready for opening, an equipment of rolling-stock and general accommodation sufficient for the traffic to be then looked for.

"2. To proceed with the work west of Red River by constructing 200 miles on the route recently established. The roadway to be of the character defined by the 48th contract and the tenders for the 66th contract recently received.

"To proceed with the construction of 125 miles in British Columbia, under the 60th, 61st, 62nd and 63rd contracts. The expenditure on the 125 miles to be limited, in accordance with the provisions of the contract and the views set forth in my report of 22nd November last.

"To proceed gradually with the intervening distance. To delay placing additional sections under contract in British Columbia until the 125 miles are completed or well advanced, thus preventing any undue increase in the price of labour.

"To carry construction westward from Manitoba across the prairie region only as settlement advances.

"In my report of last year, I placed the cost of the section between Lake Superior and Red River at \$18,000,000. Since that date, the steps taken to keep down the expenditure on the 185 miles between English River and Keewatin, have been so far successful, as to reduce the length about 3½ miles, and the estimated cost about \$500,000. The rails for these two contracts have likewise been secured at a considerable lower price than the estimate. Whatever an increasing traffic in future years may demand, in the way of territorial accommodation and rolling stock, I am confident the line can be opened for traffic between Fort William and Selkirk, well equipped for the business which may for some time be expected, at a cost not exceeding \$17,000,000.

"West of Red River, 100 miles have been placed under contract and tenders have been received for a second 100 miles section. These two sections are designed to be constructed and equipped in the most economical manner, dispensing with all outlay, except that absolutely necessary to render the railway immediately useful in the settlement of the country. It is intended that the line be partly