

the whole, with what secret joy they would have pointed it out.

But no. The estimates, made with the utmost care, agree almost entirely with those of M. Sandford Fleming when, as chief engineer of the Canadian Pacific, he furnished the figures—cited in Sir Charles Tupper's report of 1880—of the cost of the section between Emory Bar and Port Moody.

Including rolling stock and rails, the learned engineer gave the price as \$38.888 per mile. The contractors, not having to provide rolling stock or rails, had \$13.000 a mile in their favor for equipment.—Mr. Fleming's calculation—a difference which reduced the cost to \$25.000 a mile.

And yet the tender of Messrs. Charlebois and McDonald exceeds the estimate of the government engineer by about \$75.000.

This sum added to the \$200,000, lost on the Onderdonk contract, represents a pretty heavy loss to the public exchequer.

The game continues to the end, pretty much as it commenced, thus :

Montreal, 10th February, 1882.

To Sir Charles Tupper :

The *Gazette* of this morning says that we were the lowest tenderers for the Port Moody section and that, as we had failed to make the deposits, the contract was awarded to Onderdonk. That is not accurate. We only await notice from the government to complete the deposits. We await a reply.

(Signed) McDONALD & CHARLEBOIS.

The *Gazette* was well informed.

Same date to Mr. Braun :

Is there any decision about the British Columbia tenders? We await notice to make deposit.

(Signed) McDONALD & CHARLEBOIS.

The answer was :