

great undertaking. They have, therefore, executed a surrender of their charter, which has been accepted by me. You will, I trust, feel yourselves called upon to take steps to secure the early commencement and vigorous prosecution of that railway, and thus to carry out in good faith the arrangement made with the Province of British Columbia. A measure for this purpose will be submitted for your consideration."

On the 7th of November, the Ministry having resigned during the debate on the Address, Parliament was prorogued.

The amount spent on the Pacific Railway for 1872-73 was \$561,818.44, as per Public Accounts, the sum appropriated being \$600,000.

Parliament met on the 26th of March, 1874. In the Speech from the Throne the Members of the Senate and House of Commons were told:

"The enactment of 1872, respecting the Canadian Pacific Railway, having failed to secure the prosecution of that great enterprise, you will be called upon to consider what plan will best and most speedily provide the means of transcontinental communication with British Columbia. A report of the Chief Engineer will be laid before you, showing what progress was made during the past year in the surveys connected with the proposed line."

On the 28th of April, Mr. (now Sir Richard) Cartwright, seconded by the Hon. Mr. Dorion, moved the House into Committee to consider resolutions affirming the expediency of authorizing the raising, by way of loan, for the purpose of the construction of the Canadian Pacific Railway and the improvement and enlargement of the canals, a sum of money not exceeding £8,000,000 sterling. The resolutions were agreed to on the 5th of May, and a bill was introduced founded on the same, which became law. (37 Vic., cap. 2)

During the session of 1874 an Act was passed intituled "An Act to provide for the construction of the Canadian Pacific Railway" (37 Vic., c. 14) which provided that the railway might be built as a Government work or by a subsidized company. The line was by this Act divided into four sections and two branches: the branches from the eastern terminus to Georgian Bay, and from Fort Garry to Pembina; the four sections: (1) From Lake Nipissing to Lake Superior; (2) from Lake Superior to Red River; (3) from Red River to some point between Fort Edmonton and the foot of the Rocky Mountains; (4) from the western terminus of the third section to the Pacific. As soon as practicable, after the location of the line should be determined on, a line of electric telegraph was to be constructed in advance of the railway and branches, along their whole extent respectively. Should the work be built by a company or companies,