

May 19, 1874

railway. If he were incorrect, it was for the hon. member for Argenteuil (Hon. Mr. Abbott) to deny it. Further, there was no collusion between them and the members of the present Government.

It had been claimed that the scheme of the late Government had been ample to build the road. He must confess he believed it to have been sufficient, if circumstances had not intervened. The first of these was the opposition of the Grand Trunk people, the strongest combination in the world, whose case was strong on account of Sir Hugh Allan's efforts to establish rival lines. An arrangement was offered, but the Grand Trunk would not accept it, owing to the fact that they could not hold Sir Hugh Allan to his bargain.

After the railway scandal, it became impossible to float the road successfully. What followed from this? The four per cent guarantee, which was not granted by the bill, became necessary, owing to the discredit which had been thrown on the railway by the discreditable action of the late Government. Had it not been for their political sins which were sufficient to kill the railway negotiation, the Government would not have been compelled to make this additional grant of four per cent for twenty-five years.

The hon. member for Cumberland (Hon. Mr. Tupper) had criticised the subsidies to the branches. It stood to reason that there must be some sort of connection in order to commence the road. He denied that the late Company had ever intended to issue over a hundred and thirty millions of bonds. That was a large amount, but would not have been necessitated had it not been for the depreciation of the bonds on their face value. He had faith in the present scheme, and trusted ere long it would be carried out to a completion. He concluded by expressing his belief in the mixed water and railway project.

Mr. THOMSON (Welland) said that a bad workman always complained of his tools, and on the same principle the hon. member for London had complained of the late Government for what had been the result of his own incapacity. He thought that it was hardly in place for the member for London to speak as he had done.

After further remarks by **Messrs. CUNNINGHAM (Marquette), De COSMOS, SMITH (Selkirk) and BUNSTER,**

The section was carried.

Clauses 4 to 12, inclusive, were carried. On clause 13,

Mr. KIRKPATRICK urged that the contract for the Nipissing branch should be subject to the approval of Parliament.

The clause passed, as did also clauses 14, 15, and 16. On clause 17,

Mr. BUNSTER moved an amendment that the construction of one railway on the mainland of British Columbia should be commenced within one year from the passage of this Act, and that not less than one-tenth of the whole work of construction in that Province should be carried out each year.

Lost.

The remaining clauses were then adopted.

The Bill was reported without amendment.

The third reading was fixed for tomorrow.

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PRIVATE BILLS

The following Private Bills were advanced a stage:—

To amend the Act of Incorporation of the Farmers' and Mechanics' Loan and Savings Society.—**Mr. MOSS.**

To amend the Act incorporating the Western Assurance Company, and other Acts affecting the same; and to extend the powers of the said Company.—**Mr. O'DONOHOE.**

To incorporate the International Express Company.—**Mr. JETTÉ.**

To incorporate the Colonial Building and Investment Association.—**Mr. JETTÉ.**

To incorporate the Lumber Exchange of the city of St. John, New Brunswick.—**Mr. De VEBER.**

To incorporate the Great North West Railway Company.—**Mr. O'DONOHOE.**

To amend Act 27 Vic., Cap. 49, incorporating the Lower Canada Investment and Agency Company (Limited).—**Hon. Mr. ABBOTT.**

Hon. Mr. MACKENZIE moved the adjournment of the House.

The House adjourned at 2.50 a.m.