

tween the Government and any parties relating to such bridge; and also for all Orders in Council and other papers concerning the same. He said: this question was brought before the Railway Committee last Session, and also before this House, and there was a very strong opinion expressed in favour of bridging the river at the point referred to. The evidence of several engineers was then taken upon the subject, notably the opinion of Mr. Walter Shanly. The Government promised to have the matter examined into and reported on immediately; but I am not aware that any decision has yet been given on the subject. It appears, however, from the newspapers that a gentleman was appointed to make the examination. I refer to Mr. Gzowski, whose engineering qualifications cannot, I am inclined to think, be placed nearly so high as those of Mr. Shanly and Mr. Page. He is not a Civil Engineer of celebrity so far as I am aware of; he has been entrusted with the construction of no great works, except that he had the building of the Intercolonial Bridge at Buffalo, as a contractor; and I do not think that there is anything in his engineering qualities that places him in advance of the gentlemen I have mentioned. My own conviction last year was, and my own conviction now is, that there is no valid objection to building the bridge across the St. Lawrence at the place mentioned. I have to object to the report made, as it overlooks many important facts that have a great bearing on this question. We know, for instance, that there are no less than eleven bridges across the Mississippi—at least I am so informed—the greatest river highway on the continent; we know that the same gentleman, Colonel Gzowski, built a bridge over the St. Lawrence at Buffalo where there is ten times the traffic that will pass below the proposed bridge at Coteau du Lac. The evidences are all in favour of the construction of that work. As a Canadian, I would not personally desire to place any serious obstruction on the St. Lawrence by bridging, but I feel bound to say that transportation by rail has become as great as by water, railways have so gained upon public esteem and public utility in the transportation of merchandise that we cannot look upon a possible obstruction, to some extent, of the St. Lawrence as a seri-

ous thing, to afford facilities for railway traffic. I am satisfied, from my local knowledge and otherwise, that it would not be any serious obstruction in this place, and I hoped the result of enquiry would show that the Government would so decide. It was proposed to connect the Ottawa and Coteau Railroad with the railroads now built or being constructed in the Ottawa Valley and through the centre of Ontario, and a large proportion of the opposition to it came from the Grand Trunk Railway Company, an institution with which Mr. Gzowski is in intimate connection. I move for the papers in order that we may as soon as possible have the views of the Government expressed, and I hope that any Order in Council that may be adopted and any document not expressly called for by this motion but which may relate to this question will not be objected to be produced by the hon. the Minister, and will be laid upon the Table of the House.

SIR CHARLES TUPPER: The papers are not voluminous, and they will be laid on Table of the House at an early day. I may say that there was a very great diversity of opinion on the question under consideration not only among the members of the Railway Committee, but also among engineers of very high standing, who were called to give evidence before that Committee. The hon. gentleman opposite knows very well that a gentleman in whom he has very great confidence, a gentleman in whom I myself place great confidence, and in whom the House would be disposed to place great confidence, Mr. Page, the Chief Engineer of Canada, entertained an opinion adverse to the construction of the bridge. On the other hand, Mr. Walter Shanly, a gentleman of high standing, entertained a strong opinion in opposition to that of Mr. Page; and, in consequence of this conflict of opinion—their opinions being all entitled to great weight—it was finally resolved, and the Government found it necessary, to obtain further assistance in the solution of this question. The Government, in fact, pledged itself to the Committee that they would obtain the services of some other able engineer, and, after due examination and investigation of this question, decide what the interests of the country demanded. Now a good deal of difficulty was found in fixing upon an