

that the late Government intended to do anything of the kind. Hon. gentlemen have been contending the late Government were entirely wrong in their policy, but now when their own measures are found fault with they have no answer to give, no reason or argument to assign other than the late Government intended to do the same. There is nothing in the entire policy of the late Government to indicate that they would have taken steps to put the piece of road between Georgian Bay and Lake Nipissing under contract the first thing. I do not know whether the members from the Maritime Provinces understand how unnecessary this road is. Supposing this Government has found it absolutely necessary to construct the Pacific Railway proper north of Lake Huron and Superior, there is no reason under the sun that they should commence where they have, but there is a commercial reason why, if that piece of road should have to be constructed that it should be the very last to be undertaken. We have already communication with the Georgian Bay by existing lines of railway, and why come to French River and construct a railway beginning in the woods and ending nowhere? Now they want to go twenty miles up French River. Why is this? If the Government could only give some good reason, but there is none. It is for some purpose of their own not connected with the interests of the Pacific Railway. I believe it was taken up at once for the purpose of conferring a favour upon the person who has the contract for the construction of the road, in consideration of services which they believe they received from him. I have no hesitation in stating that is my belief. The route of the Georgian Bay Branch is not through a country possessing internal resources, or where people would settle. I have been through a portion of it myself, and speak from some, although but a little knowledge; it is a country of rock, of stunted pine and white birch; it is a place where to a certainty there never will be a farming population. There is timber this side of Lake Nipissing, but it will be gradually cut down and floated down the Ottawa river, so that neither with reference to the lumber trade nor the future settlement of the country for agricultural purposes, is there any necessity for commencing the Pacific Railway there. The Government tell us that the burthens of the people would be too heavy for them to undertake to build the

Pacific Railway, and yet they undertake to construct this road that is absolutely unnecessary. If the people wish to go to the Northwest, they can go by the existing routes to the Georgian Bay, or if they want to come from the Georgian Bay to Ottawa, they can come down here.

Hon. Mr. SCOTT—Hear, hear!

Hon. Mr. CAMPBELL—It is all very well for the hon. gentleman to say "hear, hear," but it is not for any good that the road is going to do to the Ottawa Valley that he says it, for where is the business of the road to come from? Are you going to have a population to raise grain for export, and put business on the road.

Hon. Mr. SCOTT—Certainly.

Hon. Mr. CAMPBELL—My hon. friend says "certainly;" what is certain to him will be extremely doubtful to every other member of this House. To my mind it is folly to believe that there will ever be any business on that road and greater folly to commence it as the first part of the Pacific Railway. What we want to do is to get to the fertile valleys of the Red River and of the Saskatchewan, and we can get there better from Fort William or Pembina without the Georgian Bay Branch. The policy of the Government should be to open the portal into that fertile section of the Northwest, which is going to have the population who will settle the country, and have grain and other produce to export. I believe it to be the duty of those members who think as I do on this subject to do all in our power to show to the country it is not necessary, at present at any rate, to spend money on this Branch Railway, which, should it become essential, should be the last piece to be constructed.

Hon. Mr. ALEXANDER—I feel very great reluctance in trespassing again upon the time of this House in enlarging upon the subject of the construction of this road. The question has already been pronounced upon by the Senate, which has declared the expenditure to be premature and unwise. We must admire the untiring zeal and energy of the introducer of this motion, who, believing this railway to be unnecessary, labours with all his power to prevent the public money being thrown away. We can hardly wonder at his calling for those returns, for, although the contract was signed upwards of twelve months ago, I believe I am correct in stating that at this very moment the Government have not determined where the