

the Act to incorporate the Canadian and European Telegraph Company."

Also on "an Act to incorporate the Dominion Water Works Company." These Bills were read a third time and passed.

Hon. Mr. HAMILTON, from Committee on Banking, Commerce and Railways, reported favorably on Bills respecting Hali. fax Banking Company and Great Western Railway. The latter was read a third time and passed.

THE CANADIAN PACIFIC R. R.

Hon. Mr. CAMPBELL, in moving the second reading of the Bill respecting the Canadian Pacific Railway, said that its object was perfectly familiar to hon. gentlemen, inasmuch as it carried out the arrangement contemplated at the time the Union was effected with British Columbia. It was suggested at the time the resolutions were passed last session, that a reasonable subsidy in money—some ten or twelve thousand dollars a mile—and a land grant of some 50,000,000 acres would probably accomplish the object we had in view. Many members in both branches of the Legislature were of opinion that a larger quantity of land would be required. Experience, however, had shown the Government that the object can be accomplished within the terms mentioned in the Bill. Those terms were \$30,000,000 in money, and 50,000,000 acres in land. The interest on the money was of course quite within the power of the Dominion to grant without at all unduly pressing upon the resources of the people. Fortunately for the Dominion, we were passing through a season of great prosperity, and we had every reason to hope that this enterprize will add to that prosperity. The other arrangements in the Bill were of a very simple character, and provided that the road shall be constructed by one or more companies. If it were necessary those companies could amalgamate, and failing that the Government could resort to some other means of getting the road constructed. The road at this end was to commence to the south of Lake Nipissing. Comparing our line with the Union Pacific, it would be found more easily constructed, while the natural features of the country are in every way superior. A large portion of the American line ran through an arid waste, while the altitude was several thousand feet higher than that of the Canadian Pacific will be. Under these circumstances our road could be constructed more advantageously by any company. It would be of course the object of such a company to settle their lands as rapidly as possible,

and in that way become actually immigration agents.

Hon. Mr. LETELLIER DE ST. JUST did not intend to oppose the bill inasmuch as we are bound to construct it in accordance with the measure passed last session, but he felt compelled to state some objections he had to the scheme of construction. He admitted that the natural features, as stated by the Hon. Postmaster General, were in favor of the Canadian line, but he thought nevertheless before we went into such an undertaking the Government ought to have more definite information than they have now with respect to its cost. If we compared the terms now offered with the actual cost of the American lines, it would be found that they would be entirely inadequate. He found that the whole cost of the Union Pacific and Central Pacific was some \$205,000,000. The cost of our road compared with the Union Pacific would be \$270,000,000; compared with the Central Pacific it would be \$205,000,000. As the \$30,000,000 offered by the Canadian Government was clearly inadequate for so great an undertaking he was afraid we would have in connection with the work a repetition of all the blunders we have had in the past.

Hon. Mr. AIKINS—What assistance did the American line receive from the Federal Government?

Hon. Mr. LETELLIER DE ST. JUST.—The Government under this Bill intend giving only some \$11,000 a mile. The Government of the United States, on the other hand, granted on the whole length of the Pacific line some \$30,000 a mile. We were actually to build our line for two-thirds less. It was true we were giving a larger amount of land, some 19,000 acres a mile. But the two roads in the United States had received the same advantages from the Government; they got on the average \$32,000 a mile in money, and 12,800 acres of land per mile. When we compared the distances of the lines, we must see that the Bill did not provide a sufficient amount of money. A large portion of the Central & Union Pacific roads ran over fertile plains just as our own line would. Of course when we reached the mountains we would also have to contend with difficulties. From the Lake of the Woods eastward we would find obstacles equal to those encountered by the Americans in constructing their two lines. He would not be surprised to find that the road would cost us in the end \$200,000,000 instead of \$30,000,000. It was easy enough to make estimates more favorable,