

etc., it was not to be wondered then that parties placed full reliance upon the faith of the Government to carry out the scheme. The consequence was that large numbers of people, at much inconvenience and expense to themselves, emigrated to the country adjacent to the proposed line, bringing with them their wives and children, expecting to derive a subsistence either directly or indirectly from the construction of this work, only to be disappointed by the untimely and abrupt stoppage of the construction of the road by the Government. It may be urged that these circumstances are of little importance to the public interest, but I propose to go further and show that a great waste of money must have inevitably taken place, in recompensing the contractors for their losses for work done, and for transporting their supplies to and from the work. It may be that the claims of the contractors will amount to nearly sufficient to have completed the work, and, on the score of policy alone, I fear a grave error has been committed, and I believe further that an error of judgment has also been committed in the abandonment of this project and the substitution of another. To those who object to the building of branch lines as part of the Canadian Pacific Railway, I can show that the Georgian Bay Branch would have served as part of the main line to Sault Ste. Marie or on to Lake Superior. The crossing of the French River according to the engineers' reports presented no great difficulties; as by one route the widest channel or branch is 250 feet, and by the other the widest place is only 200 feet, and it has already been shown that the fifty miles of railway was not costly or the gradients heavy. I have noticed in one of the reports that a sum of \$1,900,000 would secure the construction of the railway fully equipped with rolling stock, and navigation to Lake Huron. I think this ought to have been a matter worthy of more consideration than it appears to have received at the hands of the Government. I have observed a suggestion in another report as to the advisableness of constructing a territorial road from South-East Bay of Lake Nipissing, which is supposed to be the terminus of the Canada Central Railway, to the head of Lake Superior, and that such a road might

be constructed from the funds originally intended for the construction of the Georgian Bay Branch. I strongly protest against this scheme for two good reasons: first, I have no faith in the utility of the territorial or wagon road; experience has shown that roads constructed through a wilderness are speedily covered with a thick growth of tall young trees; and, in the second place, I protest against the grant of the money for the Georgian Bay Branch being used for purposes other than for the original scheme, or to aid the construction of the Ontario Pacific Junction Railway or some such scheme. I am sorry to hear the Minister of Railways and Canals say that the Government do not intend to assist the Ontario system of railways to connect with the Pacific Railway. I now beg to move that a humble Address be presented to His Excellency the Governor-General, for copies of Orders in Council and correspondence which led to the postponement or abandonment of the Georgian Bay Branch of the Canadian Pacific Railway, and copies of all claims preferred by the late contractors for compensation in connection with the suspension of their work, and a statement showing what settlement or arrangement, if any, has been made with the contractors; also, copies of reports of engineers respecting the several routes in the vicinity of Lake Nipissing.

SIR CHARLES TUPPER: There is no objection to the motion of the hon. member for Muskoka. The papers will, all of them I expect, be laid upon the Table of the House in a short time, and probably it would be more convenient to take any discussion in relation to the papers when the papers are brought forward. They will be given at an early day.

Motion agreed to.

COTEAU DU LAC RAILWAY BRIDGE.

MOTION FOR REPORTS.

MR. MACKENZIE moved: that an Address be presented to His Excellency the Governor-General for copies of the reports of C. S. Gzowski, Esquire, or other engineers on the subject of bridging the River St. Lawrence near Coteau du Lac; and also for all correspondence be-