

ly, that was the road that ought to be built. The opinion of such eminent engineers ought to require some attention. He did hope the country would not be involved in what seemed the grave mistake of building this branch promised in advance of the extension of proper connections from the Eastern or Ottawa region. (Hear, hear.)

HON. MR. SCOTT replied the Government would take very good care that they proceeded *pari passu*—that their line should not be constructed as an isolated work in the wilderness. Connections must be provided. He believed a line by the north shore of the Ottawa was a certainty. Possibly it might be carried up to Portage du Fort or Pembroke; connections might be made there or at some place considered more advantageous. Government would look after the public interest in such arrangements, and would see that connecting lines had running powers over their subsidised lines. Care would also be taken that the western sections had eastern connections to Quebec. (Hear, hear.)

HON. MR. READ said his hopes of seeing the Pacific Railway were vanishing; when he observed the money of the country frittered on colonization purposes it was time to speak out. If those eighty-five miles of road were only part of the Pacific Road proper, he would not say an opposing word. Already there were three lines to the Georgian Bay, and there was another on the way. Was that not enough? How was this branch to be used? These eighty-five miles would cost three or four millions in a favourable locality; but more in such as the present. He hoped Parliament would resist in every way so useless an expenditure. Was the country's money to be spent building colonization roads like this, through regions devoid of inhabitants? The public money should only be spent on necessary and promising enterprises.

HON. MR. SKEAD said it appeared to him that when anything came up in this or the other branch of the Legislature, favorable to the Ottawa section, a number of gentlemen were sure to oppose it. The Government were not particular friends of his—(laughter)—yet he was bound to take note of their policy and statement that the

Georgian Bay branch would be built. He saw a prospect of a connection with railways to the eastward. He knew arrangements were making to extend the Canada Central to Pembroke. The citizens of Ottawa would assist this enterprise. The Government had promised to subsidise some road—whether this or another—to connect with the Nipissing line, which would prove beneficial not only to Ottawa but to Montreal and Quebec, as well as the Maritime Provinces. He was not a little astonished at the conduct of the hon. member (Mr. Alexander) who, when anything favoring his own Western section arose, was sure to support it; but anything benefitting the Eastern district, he was sure to oppose it. (Laughter.) His hon. friend to his left (Mr. Read) acted similarly. In this House a proper view of such questions ought to be taken. He would not like to see this Government long in power (laughter), but while they were, he wished to give them a fair trial and support. In their course in this matter he thought them right. He did not, however, like the land and water scheme, available for only five months in the year; but if they could not get anything better, let them have it. He did think hon. gentlemen around him would have taken a little larger view, and remember that the Dominion was not wholly composed of Toronto and the district west of it. What showed the importance of the Ottawa district was the number of new railroads now being pushed from the frontier of Ontario into the interior to catch its trade. Even my friends, the late Government, had not done right by them in the matter of this Pacific Railway. They had a stipulation that the terminus should be at the southeast side of Nipissing. Now he knew a little of that part of the country, and could assure members if there was any practicable route, it was on the north shore of Lake Nipissing. If we could not get the whole line by land to Manitoba, let us obtain what we could in patches. The time would come when it would all be by land. Do not, however, condemn the Government for this attempt to give us a branch to connect with roads eastward, which would be many miles shorter than the road round by the St. Lawrence. To-