

May 7, 1872

He thought they should compel any company undertaking the work to push on the Pacific end as rapidly as the eastern end. He pictured the time not far in the future when the Canada Pacific Railway will be running in connection with steamers from China.

Hon. Sir FRANCIS HINCKS said the line of argument taken by two or three gentlemen in the course of the debate indicated that they expected the Government to do more in reference to the survey than he thought they could be called upon to do. The Government would not have undertaken the expense of the surveys now in course of completion if they could have got the people to come forward and undertake the construction of the railway without these surveys being made. The member for Leeds North and Grenville North (Mr. Jones) had referred to the construction of the Pacific Railway as analagous to that of the Intercolonial Railway; but the circumstances were quite different. The Intercolonial was entirely a Government work, while the Canadian Pacific was to be built by companies, and if they can get companies to undertake the construction it will be for them (the companies) to undertake the surveys. They had assurances that companies would come forward who would undertake to discover a route. The Government had wisely put the subsidy they intended to give in a block sum, and not in a mileage sum; but calculated so that it cannot exceed a certain amount. This would be an inducement to the companies to adopt the shortest and best lines. He was pleased to hear his hon. friend from British Columbia say that the subsidy was sufficient. He (Hon. Sir Francis Hincks) considered it sufficient but not too large.

Mr. GRANT considered the selection of Mattawa as the commencement of the railway the most judicious that could be made. He would inform the hon. member for Lambton (Hon. Mr. Mackenzie) that Mattawa was a very important point. It was well known that Montreal and Toronto compete for the trade of the Ottawa Valley, and the time was not far distant when there will be a direct communication from Toronto to Mattawa via Lake Nipissing, which will give to that road, and therefore to Toronto, the large trade of the Ottawa Valley. He felt sure that the railways now being built up the Ottawa would connect with the Pacific Railway at Mattawa. Scarcely a year had elapsed since the surveys were commenced, and yet they had sufficient information before them to enable them to ascertain the best route for the line to take.

He congratulated the Government upon the energy they displayed in pushing forward the work, and the able resolutions brought down by the Minister of Militia (Hon. Sir George-É. Cartier). He was satisfied that the people of this country were prepared to carry out the construction of the railway. England had guaranteed a loan of two and a half millions sterling and promised to help us, should the necessity arise to the full strength of the Empire, and he looked to a most prosperous future for Canada. He would do all in his power to assist in carrying out the resolutions, as he thought no better project could be presented.

Hon. Mr. BLAKE asked whether they were to understand that the eastern end of the survey and plan did not represent the views of the Government on that point.

After several questions between **Hon. Messrs. BLAKE, MACKENZIE,** and **Sir GEORGE-É. CARTIER,**

Hon. Mr. LANGEVIN said that the eastern terminus of the road would be to the south of Lake Nipissing.

Hon. Mr. BLAKE asked whether anything more had been determined as to the terminus.

Hon. Sir GEORGE-É. CARTIER: No; nothing more.

Hon. Mr. HOLTON asked whether the bill would be referred to the Railway Committee.

Hon. Sir GEORGE-É. CARTIER: No, but that, so soon as the opinion of the House was ascertained, the Railway Committee would be able to deal with the applications for Acts of incorporation.

Hon. Mr. HOLTON had nothing to say in opposition to that, but wanted to make the enquiry because the Government had established the precedent of referring important bills to Committee, instancing the banking and insolvency laws. He had understood from members of the Government that offers to undertake the work had been received, and he thought they should be read before a Committee of the House, if the measure was not to be submitted to the Railway Committee.

Hon. Sir GEORGE-É. CARTIER said the Government had never stated that offers had been made to construct the road, but that acts of incorporation for the purpose had been sought.

Hon. Sir JOHN A. MACDONALD said the hon. gentlemen opposite were co-mingling the remarks of his colleague with what he (Hon. Sir John A. Macdonald) had said as to there being no communications to the Government except one letter to himself from Sir Hugh Allan, which he had treated as quasi official. He had stated that he considered it very gratifying to have an offer from a gentleman of such high standing but he understood he would make a more official offer to the Government, and therefore he would not bring it down without his consent.

It was known, however, that there were various parties desirous of carrying out the great work, and it was a source of satisfaction to know that the gentlemen concerned were of the highest standing and influence. They had, however, applied for acts of incorporation instead of to the Government, and those applications would of course go to the Railway Committee.

Hon. Mr. BLAKE inquired if Hon. Sir John A. Macdonald had asked Sir Hugh Allan's consent to bring down this communication.

Hon. Sir JOHN A. MACDONALD said that Sir Hugh Allan had remarked on this matter that the answer he (Hon. Sir John A. Macdonald) had given on a former occasion was the proper one.