

be of no use to anybody. The other features of the Bill which he contemplated with considerable distrust, were those which related to the working of the road when it shall have been completed, and the option which was given to the Government to construct any section, or to give it out to contractors. He held that by this bill the Government had taken a great deal more power into their own hands than was taken by the late Government. Under the scheme of the late Government it was known to what extent the Government was committed, but by this, the country did not know that, for under this scheme the Government might give to contractors the sections of the road which were easy to construct, but when the sections were difficult of construction they might not get contractors to take them, and have to do the work themselves; and when the road came to be worked the Government would find that they would have to work the difficult sections themselves. The whole subject was left in extreme vagueness, while the bill provided for an accumulation of important powers in the hands of the Government which they said they did not contemplate at present using.

Hon. Mr. PENNY—Not till after Parliament has sanctioned it.

Hon. Mr. CAMPBELL—They did not say they would not use those powers till Parliament had sanctioned it, but any charters they made were to be revised by Parliament. The bill made a merit of declaring, in so many words, they should always be submitted to Parliament. He looked upon that as a sort of Pecksnifian virtue displayed, because everybody knew that Parliament was constantly at the bellows; and you could not get such matters outside the purview of Parliament whether the Bill said so or not.

Hon. Mr. PENNY—It would not have interfered with your scheme.

Hon. Mr. CAMPBELL—It would have interfered if the occasion had required. Parliament could interfere with a contract in the middle of the work on compensating the parties interested. Then what could Parliament know about a contract beforehand? He would have been much more pleased to believe that the Government intended to prosecute this enterprise in good faith, (Hear, hear,)—and as rapidly as their means permitted. It might be that the late Government were blameable in agreeing to carry on so great an enterprise in ten years, but everybody knew we were making that bargain with a colony coming into the Union, and that it

would be as much interested in the affairs of the Confederation as any other portion. Our bargain with British Columbia was like entering into a similar arrangement with a person who was going to become a partner the next day; and no doubt, if fair progress had been made with the road in ten years, and it had been seen that an attempt had been made to carry out the scheme in good faith, the people of British Columbia would be perfectly content though the road was not completed in the time stipulated. He believed that under the arrangement proposed by the late Government, the construction of a road from the shores of Lake Superior to the Pacific would have been undertaken in good faith with British Columbia; that the work would have been in the hands of large contractors, and that it would have progressed as rapidly as a fair application of capital would have permitted. Under this Bill no one knew what degree of rapidity or slowness, in the construction of the road, the Ministry of the day contemplated. He could not but think that this House should have had the fullest explanations from the hon. introducer of the Bill with regard to what they intended to do under this scheme. (Hear, hear.)

Hon. Mr. SCOTT said that his hon. friend had endeavoured to leave the impression that it was out of some want of respect to the House that he refrained from going into a discussion of the provisions of the Bill. The reason why he had not done so was that he believed this House and the whole country were so fully aware of the Government policy with regard to the road that it seemed quite unnecessary to make any remarks on the Bill until some objections were raised to it. The hon. gentleman then proceeded to refer to the fact that when the present Government came into power they found that a treaty had been entered into by the late Government to build a railway within ten years, although they had no knowledge as to whether it would be possible for them to fulfil that promise; that the scheme proposed was one which it was utterly impossible to carry out in the time agreed upon, and that when it was taken upon the money market capitalists would scarcely look at it. He pointed out that when the present Government found that the scheme which the late Government had adopted was impracticable, they decided that they would do the next best thing, and avail themselves of the stretches of water communication that were to be met with in crossing the continent, and by building portions of the road over the