

Hon. Mr. SCOTT said the Bill had been pretty well discussed already, and he did not intend to make any remarks on it at the present stage.

Hon. Mr. CAMPBELL said he thought that, in a matter involving so much money, and such serious consequences, the House might reasonably have expected some explanations on the measure. He felt it was due to the House to have made some remarks on this subject. The Bill itself, he did not propose to offer any opposition to, but he desired to make some observations upon the differences between it and the bill of last year in certain respects. The subsidy in money was the same as was also that in land, but, in addition thereto, a guarantee of four per cent. was granted by the present bill, on a certain sum not named, for, he thought, a limited period. Now, that was an obligation of an indefinite character, and which might be very onerous in the future. He looked upon it with great distrust. He was quite satisfied that if the late Government had proposed to add to the burdens of the people, such a guarantee upon a vague sum for a period like 25 years, the whole country would have been aroused with appeals against that course. As it was, the scheme devised by the late Government was considered as imposing extraordinary, unheard of obligations upon the community, which could never be sustained. Then he found it was proposed to make the road either the subject of a contract with private individuals, who should take in different sections, or that it might be constructed by the Government in sections; and if constructed by individuals, it was to be worked by them, or might be assumed by the country at any time. Well, he quite admitted, there might be very great difference of opinion as to the relative advantages of constructing this gigantic work in one block, or dividing it into sections, and constructing it piece by piece. It might be advantageous to put it into the hands of a number of different companies, or that the late Government were right in leaving it to one grand company to undertake the whole enterprise. That might have been the most economical way. There were many advantages on both sides. He admitted the Government might be right in granting the work to some large wealthy company with extensive connections on both continents and powerful means of bringing out emigrants from Europe. It might be too much for one company, and be divided into six sections, although he did not see it very clearly; for rival companies constructing each a certain sec-

tion would not have the same opportunity or perhaps the same need to use great exertions for collecting emigrants and accumulating supplies of various kinds, and thus might a serious argument against the section system be built up. Then there might not be harmony between the progress made on the different sections, and there was nothing in the bill to show whether the section at the beginning of the road, that opened on the navigable waters, was to proceed first or sections in the interior. He inferred from what had been said in another place that, although the Government were passing a bill for a trans-continental railway, they were not only not committing themselves, but had refused to commit themselves to the construction of the Pacific Railway. (Hear, hear.) What they did commit themselves to was simply the construction of a road from Fort Garry to Pembina. They also spoke of a section from a point on Lake Nipissing to the shores of Lake Huron or the Georgian Bay. Then he found a bill was introduced a few days ago by the Secretary of State to incorporate a company to build a railway between those points; and he presumed the company was composed of gentlemen whom the Government desired to favor, and that they would receive for the work the advantages the Government were enabled to give, and that, when completed, it would be handed over to them to work. He thought it was likely, also, the branch from Pembina to Fort Garry would be dealt with in the same way.

Hon. Mr. SCOTT—My connection with the bill is purely accidental.

Hon. Mr. CAMPBELL—This projected railway of the Ontario and Pacific Junction Railway Company was, apparently, to run over the line the bill under discussion contemplated for the eastern section; and from the part taken with regard to it, by the hon. gentleman, he ventured to assume what he had expressed. There was no doubt the Fort Garry and Pembina section ought to be the first entered upon, but there was no American railway to within a considerable distance of Pembina. That, however, might be the case for only a short period. Probably next year there would be an extension to the frontier. What the advantage of constructing the branch to Georgian Bay would be, unless the Government carried out in good faith the agreement entered into with British Columbia, he could not see. It seemed to him that it would be a piece of road without any connection, and that it would