

use of the people who, in the near future, will settle in the country and require it. The portion of Canada which has already had its timber supply exhausted will require the use of this also, and it would be greatly to the advantage of new settlers if they were able thus to dispose of what after all is their legitimate property. If it was necessary the road should be built there is time enough when the main road is being constructed. If there were no other means of getting to that district then they might proceed with the work. The hon. gentlemen have had two years of bad times in this country, a considerable portion of which was brought on by the policy of the present Government and its Finance Minister. Two years ago the hon. gentleman disarranged that tariff. He tore it to pieces as it were, and he was never able to put it together again. He destroyed the direct importing trade of this country, and by a scratch of his pen he did away with the differential duties without a moment's warning. Now, the Government comes forward and must build a railroad they do not require—a railway they will not require perhaps 20 years to come. There are four or five other ways to get to the same point, and in view of this fact the Ottawa Valley should be satisfied with a reasonable part of the revenue of the country being expended in their midst, and allow the main work to go on.

Hon. Mr. SKEAD—The settlement of 100 persons I have reference to is a small settlement on South River, commenced a few years ago, and near where the terminus will be. Then there comes Renfrew, where there are some 6,000 or 7,000 of a population.

Hon. Mr. LETELLIER DE ST. JUST—The Government have been subjected to a good deal of adverse criticism because they have endeavoured partially to carry out the policy left upon their hands by the late Administration.

Hon. Mr. MACPHERSON—The late Government had no Georgian Bay Branch scheme.

Hon. Mr. LETELLIER DE ST. JUST—At least they had a Pacific Railway, the burden of which we were forced to assume when we came into power, in order to keep faith with the country. The scheme of the late Government was to carry on the work just as it is now proposed to be carried on. It is alleged that there is no good reason why this Georgian Bay link of railway should be built. But is it not well known that after this Govern-

ment came into power its policy was fully declared as to the construction of the Pacific Railway, and that this policy was to build between the great lakes and rivers links of railway in such a way that we could utilize all the water courses upon the route? And was it not well known that the scheme of the late Sir George Cartier, which was submitted to the people of this country for their approval, was to connect the Pacific Railway with the railways of Quebec? The hon. Leader of the Opposition alleges that there is no good reason for the construction of the Georgian Bay Section, but does he forget that to the east of Ottawa—in the Maritime Provinces, Lower Canada, and a portion of what we call Central Canada—there is a population of over two millions, who are desirous of having communication with the Pacific Railway? Is he not aware that the Quebec Government have adopted measures to place the North Shore Railway, from Quebec to Montreal, and the Northern Colonization Railroad, from Montreal westward, in connection with this actual link of the Pacific Road, at some point near the Ottawa River? I am ready to admit that the construction of this railway, from the Pacific to the Atlantic, was a mad scheme of our predecessors, but those who complain to-day because we propose to go partly into the construction of that road ought to be the last whose voices should be raised in such a cause. The Pacific Railway was imposed upon us; it is a burden which became ours in consequence of the treaty obligations entered into by our predecessors—obligations which have left us no alternative other than, while honestly endeavouring to meet them to alleviate as much as possible the heavy expenditures to which the country has been committed. The scheme was not originated by us, but we have been bound to it; and when we are endeavouring to the best of our ability, and according to the resources of the country, to meet those obligations, does it become the leader of the Opposition to do nothing but find fault with us? We are trying to make the best of a bad bargain.

Hon. Mr. AIKENS—The Georgian Bay Branch formed no part of our scheme.

Hon. Mr. LETELLIER DE ST. JUST—No, but the scheme was to connect the Pacific Railway with the eastern roads.

Hon. Mr. CAMPBELL—The scheme of the late Government was to terminate at Lake Nipissing, and it was suggested that