

gauge of the Grand Trunk Line; but hon. members knew full well how such a proposition would be met in this country. Now if his friend confined his remarks to the 4 feet 8½ gauge, then he could inform him that every care had been taken by the Government to ascertain as accurately as possible the best gauge for the Inter-colonial road. At one end they saw the Grand Trunk and its feeders, some 1,200 or 1,300 miles, and at the other some 300 miles in the Maritime Provinces, and with these facts before them they were forced to decide on continuing one gauge throughout. He had supposed that the 4 feet 8½ gauge could have been constructed and worked more cheaply. The opinions of the best engineers in the country, among others, the engineer who had taken part in the reduction of the gauge of the Great Western line, had been taken, and they were to the effect that there was no important difference between constructing a 4 feet 8½ and a 5 feet 6 inch gauge. It was for these reasons that the Government had concluded that it was most expedient for the public interests to adhere to the gauge now in general use on the most important lines of communication. So far, certainly, it had never been urged in either branch of the Legislature—never suggested even by professional men of standing that we should build the Inter-colonial line on a gauge less than 4 feet 8½. No one could urge that it would be advisable, with the limited experience we have so far of the extremely narrow gauge roads, we should change our system. It was quite possible that the short line of the Festing, only some 14 or 15 miles in length, would be equal to the public requirements in that particular district. An immense number of persons, and a large traffic might go through a small lane, but it was very different when we came to consider the great lines of communication. Perhaps in the course of time the narrow gauge system would be adopted, but at present engineers were not quite satisfied on the subject, and it was certainly not advisable for the Canadian Government to try any experiments.

Hon. Mr. BOTSFOED contended that he had only followed the practice of the House of Lords in making the remarks he did.

THIRD READING.

On motion of Hon. Mr. CAMPBELL, the Bill in reference to Malicious Injuries to Property was read a third time and sent to Commons.

House went into Committee, Hon. Mr. Bourinot in Chair, and passed the Bill in reference to Larceny of Stamps with amendments.

The House then adjourned.

WEDNESDAY, 1st May, 1872.

The SPEAKER took the Chair at 3 p.m.

PETITIONS.

Hon. Mr. HAZEN, from Committee on Standing Orders and Private Bills, reported favourably on following petitions:

Of the Western Assurance Company; praying for certain amendments to their Act of Incorporation.

Of the Northern Railway Company of Canada; praying for an Act to consolidate into one lease, the present leases of the Toronto, Simcoe and Muskoka Junction Railway Company, and the North Grey Railway Company.

Of A. G. P. Dodge, of Township of West Gwillembury, in the County of York, Province of Ontario, and late of the City of New York, praying for an Act of naturalization.

Of Messrs. Gooderham and Worts, and others of the City of Toronto; praying to be incorporated as "The Mail Printing and Publishing Company."

Of the Hon. David Lewis Macpherson and others, of the City of Toronto, and elsewhere in the Dominion of Canada; praying to be incorporated as "The Inter-oceanic Railway Company of Canada."

Of Wm. L. Forsyth, and others, praying to be incorporated as "The Auticosti Company."

Of "The Canada Southern Railway Company," praying for power to construct a Railway Bridge over the Detroit River, at or near the Town of Amherstburg; and also, to construct a Railway Bridge over or a Tunnel under the St. Clair River; that two companies may be incorporated for these purposes, to be called respectively, the "Detroit River Railway Bridge Company," and the "St. Clair River Railway Bridge and Tunnel Company;" and that the Directors of the Canada Southern Railway Company be the Provisional Directors of the said Companies.

Of George Laidlaw, and others, of the City of Toronto; praying to be incorporated as the Lake Superior and Fort Garry Railway Company.

Of J. McGaw, and others of the Cities of Montreal, Toronto and Kingston, praying to be incorporated as "The Inland Marine and Fire Insurance Company of Canada."

Of R. Jas. Reekie and others, of the