

crease of population, is it not a reasonable expectation that the revenue will largely increase, and the burden on the country be very light? With regard to satisfying my own province, which is supposed to have a direct interest in the Pacific Railway, although I cannot speak with authority for all parts of that country, yet I will undertake to say that a reasonable prosecution of the work will be accepted; and although the people are opposed to opening our terms of union, yet when the ten years in which the work was to have been completed have expired, there will be little difficulty in extending the time, provided always that in the meantime good progress has been made. A great deal of valuable time has already been lost, which is a very strong reason for making good use of that now before us. Although I hold my own opinions as to route and terminus, I shall not urge or press them in this House or on the Government; but, while I am willing to leave this question in the hands of the Government and competent engineers, feeling that they will exercise wisdom and discretion in the matter, yet I must say that in the interests of commerce, and in order to compete successfully with the American routes, the terminus should be in the harbor most accessible to the Pacific ocean, as well for the reasons mentioned as to fulfill the treaty obligations.

Hon. Mr. BOTSFORD said his principal objection to the Bill was that the Government had taken power to construct the road themselves, rather than by giving bonuses and such encouragement as to induce companies to undertake it. He did not believe from his own experience in regard to public works, that the Government could construct this railway as cheaply themselves as they might have got it done by companies properly aided and encouraged. He would also suggest that the Government do not commit themselves to any gauge for the road, but merely provide that the gauge should not exceed four feet eight and a half inches. The hon. gentleman went on to describe the Festiniog railway, in Wales, as under two feet gauge, while accommodating a traffic greater than the Grand Trunk, yet worked at two-fifths of the cost. Judging from this experiment, and information collected from all parts of the world, the ablest engineers had decided that the gauge might be limited to three feet. Sweden, Norway and other countries had adopted this gauge, and why was it necessary for us in a thinly settled country to do otherwise, when we had such a long line as 2,500

miles to construct? It was an admitted fact that they could complete a narrow gauge railroad, sufficient to carry traffic for a century, at three fifths the cost of a four feet eight and a half. The broad gauge had been one of the reasons of the failure of the Intercolonial. He hoped the same failure would not be the result under similar circumstances, of the Pacific.

Hon. Mr. ALEXANDER urged the adjournment of the debate.

After some remarks,

Hon. Mr. LETELLIER DE ST. JUST moved that the Chairman report progress.
—Carried.

ADJOURNMENT.

Hon. Mr. LETELLIER DE ST. JUST moved that when the House adjourn, it stand adjourned till Monday at 12 o'clock.
—Carried.

BILLS FROM THE COMMONS.

Sundry disagreements by the Commons to amendments in bills were announced to the House, and the amendments were not insisted on.

Hon. Mr. SCOTT moved the adjournment of the House.

The House adjourned at 11.50 p. m.

MONDAY, MAY 25th.

The House met at twelve o'clock.

MINISTERS IN THE SENATE.

Hon. Mr. READ enquired if it was the intention of the Government to have an additional number of Ministers in this House at the next meeting of Parliament?

Hon. Mr. LETELLIER DE ST. JUST said that it was not.

Hon. Mr. READ said that he regretted that it was not. He held that it was not fair to this House, and not consistent with its dignity, that now, when new Provinces had been added to the Confederation, and the number of the Cabinet had been increased, there were only two Ministers sitting in this Chamber. In England a third of the Cabinet had seats in the House of Lords, and he believed that if there were more Ministers in this House business would be got through much better than at present. He moved that in the opinion of this House a fair proportion of Ministers have not seats here.

Hon. Mr. HAVILAND regretted that his hon. friend had not brought his motion forward at a period of the session when