

as it must necessitate, a very steep grade, probably not less than from 50 ft. to 60 ft. per mile, it would be a most serious obstruction, and one that, apart from all other considerations, must so prejudicially affect the flow of traffic on the road as to make it non-paying, when otherwise it would yield some revenue. Now, we are not, in this House, or in the Railway Committee, to be controlled in such matters by the agency, or influence, or interests of another railway corporation. There is no doubt of this, that the Grand Trunk Railway Company have been great opponents of this scheme. I believe that, when our means of communication are completed throughout the west, there will be abundance of room for two great lines running eastward. Another objection was urged in committee by certain gentlemen, that this line would pass into the United States, but that need not be dwelt upon, because the Grand Trunk also passes into the United States, and the bulk of its traffic goes to a United States port. All we have to consider is simply what is best for the interests of Canada. What are the interests which will be sacrificed by the Government insisting upon a high level bridge, when one is not necessary, and what will be most profitable to those who seek another highway to the sea by the easiest and best possible route? I have to complain of this report being somewhat disingenuous also. Mr. Gzowski quotes the authority of Major-General Warren, United States Topographical Engineer, upon the question of bridging the Mississippi, but he forgets to tell us that General Warren's opinion did not prevail, that other engineering opinions were wholly against his, and that, at this moment, there are no less than eleven low level bridges suspended across the Mississippi, and that there are charters in existence for bridges over the St. Lawrence at several other points, and that one bridge is actually built. While every public convenience seems to point to the necessity of having this bridge, it is objected to wholly in the interests of the Grand Trunk Railway and all those who are interested in seeing the traffic continue to follow that route. That is what I seriously object to. The thing has not been treated upon its merits. There is no man in Canada who personally commands more respect from

myself, as from every person else, I think, than Mr. Gzowski, but I maintain that there is no reason to believe that his engineering abilities are such as would qualify him in being selected to give an opinion which would be superior to others mentioned, or justify the Government in selecting him as an arbiter to decide upon this point, upon which Mr. Shanly gives such decided evidence, and which Mr. Page did not oppose.

Motion agreed to.

CARILLON WORKS CONTRACT.

MOTION TO PRINT.

MR. MACKENZIE moved that the return of last Session relative to the Contract of R. P. Cook and Co., on the Carillon Works be printed. He said: Last Session a return was brought down, and two small papers containing a report of two engineers upon a part of the contract were not printed. As there is no Committee at present appointed, I make this motion.

SIR CHARLES TUPPER: I am afraid it is hardly competent for this House to pass the motion. I think the hon. member will bear me out in my recollection that the practice has been not to press a motion, the printing of which involves public expenditure, until the matter has been reported to the Printing Committee.

MR. MACKENZIE: But there is no Printing Committee to send it to, and there will not be for some days.

SIR CHARLES TUPPER: I am extremely anxious that these papers should be printed, but I do not see how we can depart from the precedent, and to pass the motion involves expenditure.

Motion, with leave of the House, *withdrawn*.

CANADIAN PACIFIC RAILWAY ROUTE.

MOTION FOR REPORTS.

MR. MACKENZIE moved for an Address to His Excellency the Governor General for copies of all reports made since the first day of March, 1879, respecting any portion of the route or proposed route of the Pacific Railway; also, reports of explorations of any portion of the country between the neighbourhood of Fort Pelly and the Pacific Ocean *via* the Peace River Valley or Pine River Pass, with copies of