

what he calls the Government is the building and operating of railways by Government instead of by private companies. We also know that the late late Government inaugurated that system. As to those gentlemen who make objection to the Georgian Bay Branch, I think the one competent reason for building this road is the fact that the Act of Parliament requires it to be built, and this Act of Parliament was passed by the late Administration.

Hon. Mr. CAMPBELL—The Act of Parliament did not make it imperative to proceed with this piece of the road before the other part of the road was commenced.

Hon. Mr. PENNY—It was perfectly understood it would be built immediately.

Hon. Mr. CAMPBELL—What! before any other section?

Hon. Mr. PENNY—Immediately, as far as possible. Instead of bringing this matter up in this manner there was a way in which it might be decided more speedily. That is to introduce an Act to repeal the Act of Parliament under which we are acting. It might pass this House, because an address was passed praying the Government not to go on with the road. I suppose the same majority that passed that might repeal the Act of 1874. Now, as to the use of the road. We all know that it is the only route that will alone make the two lower Canadian routes, the Northern Colonization and the North Shore, available for the purposes for which they were built. The hon gentleman will remember that the leader of the Opposition in the other House asked the Government last week whether they would be disposed to aid in connecting one of the roads with the Georgian Bay Branch. The answer was that it would be favourably considered. The matter also came up in the Quebec Local Parliament recently. While those gentlemen living in the West think this is a matter of small importance, we who live in the eastern part of the Province regard it as a matter of some considerable importance.

Hon. Mr. MACPHERSON—I confess I am much surprised that my hon. friend from Montreal should use so weak an argument against us. It is a proof that he finds himself entirely without a forcible argument, and his case must there indeed be weak. The hon. gentleman knows, in view of the majority in the other House, that it is useless to introduce an Act in

this House for the repeal of the Act authorizing the construction of the Georgian Bay Branch of the Pacific Railroad. In this I think the hon. gentleman goes far to show how indefensible the expenditure is. No one so far has attempted to defend the work as a commercial undertaking that will yield any return to the country. It is our duty to do all we can to arouse the country to a sense of the wasteful expenditure that has been made in proceeding with this work. It is merely a delusion to state that the road is a portion of the Pacific Railroad. It is nothing of the kind. There can be no settlement along the proposed railway. The honourable gentleman pretends that that country will be settled, and refers to a former servant of his who was drowned there.

Hon. Mr. SKEAD—That was fourteen years ago. There is a large settlement there now consisting of some hundreds.

Hon. Mr. MACPHERSON—It is well known the Province of Ontario is disposed to be liberal. If any case could have been made out in favour of this railway, the Province of Ontario would have aided. But to come to the Dominion Parliament to obtain an expenditure of Dominion funds for this railway was, if not unconstitutional, certainly very wasteful. The hon. gentleman behind me is constantly speaking of the position of western gentlemen, alleging that they are always opposed to expenditures in the Ottawa Valley. The hon. gentleman must not suppose we are ignorant of the history of the country. So long as we had a United Canada, I think he must admit that the interests of the Ottawa Valley were not neglected. The whole country has always devoted itself to fructifying the Ottawa Valley, and throwing gold into it broadcast. We know that more than a quarter of a century ago the Government of that day was induced to attempt to construct a canal known as the Chats Canal, which was through a country where the rock was so hard that the work had to be abandoned, and the unfinished work is to be seen to this day. That was one of the earliest and most unprofitable expenditures in the Ottawa Valley. I dare say the majority of the present Parliament think the large expenditure entailed in the construction of these Parliament Buildings was not judicious. I think, therefore, it comes with ill grace from gentlemen representing the Ottawa Valley to accuse gentlemen from other parts of the country in not being liberal in the