

and that fact alone would lessen the cost of construction and working. Under all the circumstances he considered the bill as decidedly in the interests of the Dominion.

Hon. Mr. RYAN might refer to some details of the bill in Committee, but he must say that he thought with respect to the cost the best plan would be to strike an average between the high estimate of the hon. member for Grandville, and the very low one of the other gentleman near him (Mr. Ferrier). The House should recollect that the road had to be built in an entirely wilderness country, that supplies and labor had to be transported at a large expense. In the case of the Grand Trunk it had been built in a populous district. Iron, too, was vastly enhanced in price.

Hon. Mr. LOCKE said there was little use discussing the question inasmuch as the construction of the road was a part of the agreement made for the admission of British Columbia.

Hon. Mr. CAMPBELL regretted to hear his hon. friend opposite (Hon. Mr. Letellier de St. Just) convey the impression that this country had in the past embarked rashly in railway undertakings.

Hon. Mr. LETELLIER DE ST. JUST explained that he had merely said that there was a tendency to go beyond the estimates in public enterprises.

Hon. Mr. CAMPBELL said that there was no country which had its railways at a less burthen upon the people than Canada at the present moment. We had given a certain sum of money to the Grand Trunk Railway, and a smaller amount in the case of the Northern Road, but our total liabilities in connection with railway enterprises were insignificant compared with what they would be had we done as other dependencies, and guaranteed a certain amount upon the capital expended in constructing such works.

Hon. Mr. McDONALD (British Columbia) expressed his gratitude at the willingness displayed by the House to carry out the agreement with British Columbia in the most perfect good faith. The people of that colony, whilst believing the railway would be a great advantage to them, at the same time looked upon it as a grand national undertaking, intimately connected with the future prosperity of the whole Dominion. Looking at the harbors of the East and West, and at the vast resources of the country lying between the two oceans, it was easy to see that the railway would be of incalculable benefit to the commerce of the Dominion. He referred to Mr. Fleming's report to

show the strong reasons we had for building the road, and then went on to state he had heard the remarks of Hon. Mr. Ferrier with very great pleasure, as that hon. gentleman was well understood to be an excellent authority on matters of railway construction. We all knew that in these days of enterprise and rapid commercial development, undertakings which would not have been dreamed of a quarter of a century ago were commenced and carried out with remarkable rapidity. Even if we had only half a day's advantage in our favor, the preference would be given to our line over other routes, so great was the demand for despatch in the markets of the world. In constructing the work, we would necessarily bring in a large population to develop the country which was now a wilderness, and thereby increase the wealth of the Dominion from the Atlantic to the Pacific Oceans. The scheme of uniting the two oceans had been talked of for a century, but it was only now that it had assumed a definite shape, and was likely to become a reality.

Hon. Mr. HOLMES would not discuss the question, inasmuch as public opinion was unanimous as to the necessity of going on with the road.

The Bill was then read a second time.

SECOND READINGS.

The following Bills were read a second time:

Bill respecting Wesleyan Methodist Church in Canada.

Bill incorporating Toronto Corn Exchange Association.

Bill incorporating Accident Insurance Company.

The House adjourned, after receiving two Bills from the Commons.

FRIDAY, June 7, 1872.

The SPEAKER took the Chair at 3 o'clock.

Bills respecting Canada Agricultural Insurance Company, Sorel Board of Trade, Halifax Banking Company, and Lewis Board of Trade, were read a third time and passed.

AGRICULTURE.

Senator WARK made the following motion, and urged the necessity of stimulating agriculture by reference to the steps taken in that direction in other countries. Private enterprise had done much to improve farming in England, but our circumstances were different, and it was best to follow the example of the United States. In each State there