

folly to construct a road on the broad principle, in a new country, when the same amount of work might be done at a great saving of expenditure. In order, however, to arrive at a correct conclusion with respect to the Intercolonial Railway it was necessary to take into consideration the geographical position of the country, and compare that line with others in progress. Taking Montreal as the natural point of departure for the trade of the Great West, the distance to Halifax was some 858 miles in length. The Intercolonial touched the 49th degree of North Latitude, and passed through a country of which he had personal knowledge, and he could safely assert that a large tract of it was not calculated to attract settlers in large numbers, though parts of it might be pretty well timbered. Now there was a rival line in contemplation,—the line which was to run from Montreal via River du Loup through the Valley of St. John to the port of St. John—an admirable harbour accessible at all seasons. This road would run entirely through British territory and was 624 miles in length to St. John against the 858 of the Intercolonial to Halifax; and it would be actually to the advantage of the Halifaxians to go by the former in preference to the latter. He had acquaintance with the country through which it passes, and could say that it was well suited for settlement. Again, there was the line from Sherbrooke via the Megantic to St. John, making only 435 miles between Montreal and St. John. It would therefore be seen that the Intercolonial was to be brought into competition with rival lines, much shorter and running through a country better adapted for settlement. In the case of the Intercolonial, it must also be recollected, that it was exposed to all the difficulties arising from heavy falls of snow very difficult to remove, even by the ploughs generally used for such purposes. Yet in face of the fact that the Intercolonial was to compete with rival lines under all these circumstances, the Government had determined to construct it on the most expensive system of gauge. Had they yielded to the feeling of the Commons two years ago they would have saved the country a large amount of public money. The cost of the narrow gauge was calculated at about three-fifths less than the broad gauge; and here the hon. gentleman quoted from the remarks of Mr. Potter, President of the Grand Trunk Railway, who declared at a meeting of the Company that it was of great importance to Canada that the Intercolonial and Pacific roads should be of the narrow gauge of the

American railways, and that it would pay the Canadian Government five times over were they to give the funds necessary to substitute the narrow gauge on the Grand Trunk line, Captain Tyler, at the same time, gave a very emphatic condemnation of the policy of the Canadian Government when he stated that the "idea of employing the five feet gauge for the whole length of the line, and through such a country was little short of madness." In conclusion the hon. gentleman stated that he had been always in favor of the narrow gauge and was very anxious to see it adopted in this country. He was at no time opposed to the construction of the Intercolonial road; he had always thought that the northern Counties of New Brunswick were entitled to consideration, but he believed that the Government had adopted an entirely wrong principle with reference to its construction. The people of the North Shore of New Brunswick would themselves in the course of time awake to the consciousness that it would have been for their interest had the narrow gauge been adopted. He did not wish to throw any impediment in the way of the speedy completion of the line, but he certainly did desire to save a large amount of public money, which was being thrown away. He concluded by asking whether the Government still adhered to its decision of completing the Intercolonial Railway on the broad gauge, and if not, what width of gauge did it propose to adopt?

Hon. Mr. CAMPBELL replied that he had not interrupted his hon. friend, but he had assuredly been out of order in offering such extended remarks, previous to making a mere enquiry of the Government. In making that reference he (Mr. C.) had no other wish except to call attention to the advisability of adhering strictly to those rules which are intended to facilitate the despatch of public business. The question of the hon. gentleman, however, could be very easily answered; the Government were compelled by law to construct—here he quoted from the Statute—the line on the gauge of five feet six inches. He did not propose to follow the hon. gentleman into a discussion of all the points he had raised, but he gathered from that hon. gentleman's remarks that they were founded to some extent on a misapprehension. For instance, Captain Tyler was not arguing in favour of the Festing gauge, or for three feet six inches, but for four feet eight and a half inches. The idea of that gentleman was to construct the Intercolonial on that gauge, and apply a large sum of money to alter the