

means of communication for one-half of the year, but the fact that the arrangement is but temporary, and is only resorted to in the meantime, is at least some compensation. It is almost unnecessary to answer all the objections offered by my hon. friends, to the construction of this road, because we shall have the whole thing over again in another form within a week or so, in all probability. If my hon. friend from Toronto is so determined in opposing everything that comes up from the present Government that does not happen to benefit his own particular section, I shall use my influence, to the best of my humble capacity, in another direction. I am strongly of the opinion that if the hon. gentleman and his friends had been still in power, we should have found him advocating this very branch. It is the very route Sir George Cartier and the late Administration intended to have adopted. As to the character of the country, it is well known, notwithstanding what one hon. gentleman stated, that twenty miles from the mouth of French river you come into fertile land, which is considerably settled.

Hon. Mr. CAMPBELL—There had been some settlers there at the time I passed through the district, but they had left.

Hon. Mr. SKEAD—There was one settler there that had been in my employ, but he fell into the river and was drowned, and his family did not remain. On the South river mills have been built, and there is quite a settlement there. I believe this railroad will pass quite near to this settlement. It is well known the Pacific Railway is to be built, and this is the shortest route from the lakes to the seaboard. I hope the Government will go on and persevere with the construction of the Georgian Bay Branch, and that they will soon finish it. If there are any natural obstacles in the way, the line can be diverted; but it is undoubtedly the most direct road to the great West. I ask the members of this House to pause before they do anything detrimental to this undertaking. If we are to have the Pacific Railway, this line will be on the natural and the shortest route that can be selected to connect its eastern terminus with the seaboard. Now I want to know by what other direct route the seaboard is to be reached? I am afraid that we have too many of Mr. Potter's friends in this House. Shall Mr. Potter dictate the railway policy to be pursued in this country? All I have to say, in conclusion, is that I believe the

Government have selected the right route, and they shall have my hearty support in reference to this matter.

Hon. Mr. VIDAL—I cannot regard the Georgian Bay line as forming in any way a part of the Pacific Railway. Had it been so it would have received my most cordial support. As far as the Ottawa Valley is concerned I think it is the place where the railway should come, and I hope yet to see direct communication established through it with British Columbia. Now we hear the argument used that the grant of the Ontario Government to the Pacific Junction Railway is an indication of their approval of the Georgian Bay Branch, but I maintain that it is not to be so regarded, for that branch does not meet with the approbation of the Ontario Legislature or people generally. I consider that my hon. friend in moving for this address has asked for too little information. He should also have enquired where the lands granted in aid of the Georgian Bay Branch were located. I question very much whether the papers when they are brought down will give any additional information to that we already have. It is plain that Ontario has not given, and will not give the land, and I will ask does any hon. member approve of the idea of taking the best tracts of our good land in the west and giving them to this branch road, when every acre of that land will be required when we come to construct the main Pacific line. Had the subsidy been asked on behalf of any part of the Pacific line, I venture to say it would have been most cordially supported in this House, and the fact of it having been originated by the present Government would not have interfered between us and our support of the measure. But we oppose it because we consider it unwise and inexpedient to expend money at present on a work that cannot be made available. I trust that when the answer to the address is brought down the Government will give us the additional information in regard to the location of the lands proposed to be granted.

Hon. Mr. PENNY—It is always a pleasure to hear my honourable friend across the House speak on railway matters, because his impartiality is so great. He blames everybody. He blames the Ontario Government just now, though I suppose they will have to answer for it in another place. He blames this Government and the Government that came before it; because we all know his particular objection to the railway policy of