

large estimate in schedule B of the present session. He would only further say to the Secretary of State that the thirteen million dollars of provincial debt assumed by the Dominion were not included in his comparison made some time ago. He had merely compared the expenditure from capital account on public works.

The bill was read a second time.

Hon. Mr. SCOTT moved the third reading of the bill forthwith.

Hon. Mr. SKEAD said he supposed it was not out of place to ask for some explanation with respect to the Georgian Bay Branch Railway. An assurance had been given that something would be done towards the prosecution of this work. There was a large vote for public works in the east, and for public works in the west, but he saw nothing in the estimates for the Georgian Bay Branch. He was quite aware that economy should be practiced during these times of depression, but still this branch was a very important portion of the Pacific Railway. If there had been only \$100,000 put into the estimates to complete the surveys, and some assurance were given that the line would be proceeded with, he would be satisfied. This session was ending, and in all probability it would be next session before anything would be done towards prosecuting the work. Here was Central Canada unrepresented so far as the Government was concerned. He had hoped that the Secretary of State, who had lived here for a long time, and was not an unimportant member of the Government, would have seen that provision was made for constructing this railway. He was surprised that it had been allowed to stand so long. Since the present Government had come into power the Toronto influence, and the influence of the western slope of Ontario, had been against the Ottawa Valley. In a few months there would be railway communication on the north shore of the Ottawa, and on the south shore there was railway communication to Pembroke. It was, therefore necessary to proceed with the construction of this Georgian Bay Branch, in order to complete that communication with the upper lakes. At one time he had some faith in the promise of the Government, but it was all oozing out as far as this part of their scheme was concerned. He did not expect to get any promise that would be of any use; nevertheless he wished the Government to understand he was not satisfied with the course they had taken, and the policy they had pursued towards this section of Canada. The people of this city and of the surrounding country would feel they had been deceived and neglected. They

did not expect that the whole work would be put under contract without having the route thoroughly surveyed, but they had reason to expect that the surveys would have been completed before this. He contended that a practicable route existed north of the one that had been surveyed, and a railway could be built there as cheaply as any part of the Dominion. He wished to know if anything could be done between now and next session towards, at least, completing the surveys.

Hon. Mr. MACPHERSON said he was not at all surprised the honorable gentleman who represented the Ottawa Valley so faithfully should call attention to this matter. It was more than justifiable that the honorable gentleman should ask the question he had just now put to the Government, especially if the honorable gentleman remembered the statement made by the Finance Minister in his budget speech in 1875. Referring to certain expenditures to which the Government had been committed, that honorable gentleman had stated. No doubt a certain portion of this expenditure may be fairly looked upon as productive in the sense of bringing back into our coffers some return for the moneys expended, but I may add that of all the schemes submitted to this House, I believe that proposed by my honorable friend, the Premier, for opening up that fine and considerable tract between French River and the Ottawa Valley is the one which, on the whole, is most likely to add to the paying, productive population of the Province of Ontario." It was evident, therefore, that the honorable Senator from Ottawa was justified in asking this question of the Government.

Hon. Mr. SCOTT said he had no doubt when the honorable Minister of Finance uttered those words in another place he felt he was speaking the truth. The Valley of the Ottawa River had always been recognized as a most important section of this country. Public attention had been directed to it a quarter of a century ago, and a canal had been commenced at the Chats under the auspices of the friends of the honorable gentleman, and a very considerable amount of money had been expended on it. The credit of this country was pledged to opening up the Ottawa river to the Georgian Bay, but influences that, no doubt, had been very strong in this country had caused that great work to be abandoned. It was thought then to be more judicious to expend the money on the frontier where there was more population. The leading minds of this country that had given the subject any attention always considered it was due to the Ottawa Valley that a line of works should