

## PRINTING REPORT.

On motion of Hon. Mr. SANBORN, the report of the Joint Committee on Printing was deferred until Thursday, Mr. Dawson having written to the Committee since the Report was first submitted.

## MESSAGE.

A message was received from His Excellency the Governor General with certain papers in reference to the Washington Treaty.

The House then adjourned.

TUESDAY, 30th April, 1872.

The SPEAKER took the chair at three o'clock.

## DIVORCE.

Richard Martin, Barrister-at-Law, appeared at the Bar, and gave testimony to the effect of having served certain papers on the respondent at Suspension Bridge, N.Y. The petition of J. Robert Martin for an act of divorce from his wife was then read and referred to Committee on Standing Orders and Private Bills.

## NARROW vs. BROAD GAUGE.

Hon. Mr. BOTSFORD, in accordance with his notice of enquiry, then brought forward a large number of authorities to show the advantages that the country would derive from having the Intercolonial Railway constructed on the narrow instead of the broad gauge. In the first place he stated that he deeply regretted that the Government of the day had not graciously yielded to the voice of the majority when this question was brought up in the Commons two years ago. He presumed he was not incorrect in stating that a majority were in favor of changing the gauge for the line which had been adopted by the Government. The Government dealt with it as a Government measure and yet there was only a majority of two against a reduction of the gauge, that too after a division in which some six or eight members of the Administration voted. It was an undoubted fact that a flood of light had been cast upon this subject of late years, and that the superior advantages of a narrow gauge had been proved beyond dispute. In this connection he referred to authorities which were entitled to the highest respect—to the Commission appointed to enquire into the merits of the famous Festina Railway. Gentlemen came from Russia, Sweden, Norway, Switzerland, North Germany, and together

with celebrated Engineers interested in English Railways met in Wales, and reported on the capabilities of the line; and the results of their examination were unanimously in favour of the work. The issue of this examination was, that the Government of India adopted a gauge of three feet five inches. The Russian Government constructed their railways thenceforth on a gauge of three feet Norway and Sweden adopted the gauge of three feet six inches. There were railways running in France only twenty-nine inches in gauge—one in Prussia of thirty-one inches. Two of these lines in France were in private hands, and another under the control of the Government; and all had been eminently successful in point of economy of construction and management, while at the same time they fulfilled all the requirements of the trade of the section through which they passed. These gentlemen came to the conclusion that a gauge from 3 feet to 3 feet 3 was the widest necessary to perform all the work on a railway. The authority of Capt Tyler was quoted to show the great rate of speed at which a line might be worked. The railway in question carried double the quantity of traffic passing over the Grand Trunk, at a rate of 35 or 40 per cent. less for working the road and maintenance of way. He also read from authorities to show the smallness of cost in constructing the narrow gauge. It had been proved that the gauge of 2 feet 6 was enough for the heaviest traffic, and was the cheapest in point of working. On the ordinary broad gauge, the weight on the engine wheels and rolling stock was something between three and five tons, and the proportion of dead weight which the cars are obliged to carry is some 70 per cent. of the weight carried; but on the narrow gauge all this was reversed. Experience had proved that the extraordinary weight of engines and cars on broad gauge lines would in course of time crush any iron or steel rails. Great stress had been laid on the necessity of having railways of one gauge, but now-a-days mechanical appliances were arrived at such perfection that the cost of transfer from one car to another was comparatively little, and would be very insignificant when placed against the cost of a broad as compared with a narrow gauge. It had been found, too, by experience that the curves on a line could be made much shorter; on the examination in question, a train eight hundred feet long, laden with minerals and passengers, was frequently running on three different curves at the same time. It was