

measures in the beginning of the Session—at least all their important measures should be brought down within a short time after the opening of Parliament. I look back now to 1862, when I was first elected to what is called the Upper House—the Legislative Council. I know at that Session, just two days before the Session was closed, we were told that the Governor would be down at a certain hour to close the House, and no less than nine Bills came from the other House for our consideration, and I for one objected to taking those Bills into consideration at so late a period of the Session. Others followed me, and the consequence was that the leader of the House, Sir Alexander Campbell, withdrew them, and they were brought in the following Session. I think there are several Bills here which might have been brought down before now, but as regards this Bill I think the reason why it was not brought in earlier has been fully explained. It will be unfair to these roads, which are going to be a great benefit in opening up the country, if this measure were to be thrown out. In 1862, when I first came into the Upper House, I introduced a Bill for a railway up the valley of the Moira from Belleville to Georgian Bay. I got it passed. The Hon. George Brown was then a member of the Government. The two Messrs. Wallbridge and myself met the Government, and explained what we required, and they promised to give us, if the route was thought satisfactory, in reference to the minerals in our part of the country, not only a land subsidy, but a subsidy in money; but they wanted to send some person in there, in order to examine the country thoroughly before the next Session. In the meantime, I was anxious that the Bill should go through, and Mr. T. C. Wallbridge promised me faithfully that it would. But Mr. Louis Wallbridge thought it better to throw it overboard for a while, and in the meantime we should buy up mineral lands in the district. I did not believe in doing that. The Bill was in the hands of T. C. Wallbridge, and it was burked, and the consequence was they were both of them burked at the next election, and I had the honor of helping to burk them. That brought Mr. Howell into the House. It was a hard pill for me to take Mr. Howell for a representative, and to pass around

with him, for we differed so very widely in our views; still, anybody rather than take the man who had been the means of injuring the country to such an extent by burking the Bill. That is the only time I ever asked the Government for a subsidy for a railway, or anything else, until this Session. I was waited upon by a deputation from Belleville, and they requested me to go with them to the Premier to see about a subsidy for a road from Belleville to Lake Nipissing. I was called upon to explain to Sir John the need of the road and the advantage it would be for the country, and particularly in opening up the valley of the Moira. There were fourteen water powers that would be made available for manufacturing purposes, provided this road was built. But it was to run back into the district a long way, and the country through which it was intended to run is rich in minerals, not only iron, but asbestos, actinolite, marble, and so on. So that there would be a vast amount of trade got for the road after it was built. It would also open up a tract of country where there was very little water communication, and would be the means of bringing out a vast amount of timber which otherwise would be destroyed, if settlers went in there, because there were no means of getting it to market. A subsidy is granted for thirty miles of it this year, and as a matter of course the road will be started. A prominent merchant of Belleville, president of the Board of Trade, told me that with this subsidy they would go on with the road, and draw that subsidy as far as it goes. If this Bill were thrown out it would kill the road for another year, and then if there were no more subsidies granted by the Government it would probably kill it for all time to come. Supposing the people should go to work energetically and build the whole of these roads this year, what would be the effect on the country? This would mean an expenditure of eighteen or twenty millions of dollars throughout the length and breadth of the land, for the subsidies are pretty well divided over the Provinces, and would therefore be a great boon to the people. It is possible that the crop may fail. If the crop did fail the people would have the advantage of this work, and it would give them money to buy with. I am not one of those who look on