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have had them ready yesterday, but had had such press of work that they had not been able to complete them, and they were now promised for tomorrow.

Hon. Mr. MACKENZIE could not gain from the report of the Chief Engineer the slightest idea as to the time it would take his staff to so far complete the survey as to justify the Government in giving out the contracts.

Hon. Mr. LANGEVIN replied that the survey had been prosecuted with all the diligence possible, and the information so far obtained had enabled the Engineer-in-Chief to state to the Government that he is able to determine the general direction of the line from one end to the other; but until the general location takes place, it will be impossible to say exactly that the line will pass within any particular half mile. He found no great engineering difficulties in the way. Special surveys might be necessary in places between Fort Garry and the Rocky Mountains to determine where a bridge will have to be placed, because the river flows between very steep banks.

The result of the surveys is that a pass known as the "Yellowhead Pass" is asserted to be a very favorable pass for our Pacific Railway; and while the elevation of the Union Pacific Railway is eight thousand feet, ours will only be four thousand feet. Everything considered, our line will be through a more favourable country, and will be much shorter than the American line. The Engineer-in-Chief hopes, with information he will shortly receive, to be in a position to recommend the giving of the contracts for the construction of the railway.

Mr. JONES (Leeds North and Grenville North) thought the House should have all information that can be obtained before discussing the bill. The Engineer-in-Chief had drawn comparisons between the Union Pacific, Northern Pacific, and Canadian Pacific routes, while he could not say for certain what the length of the Canadian railway will be. He did not think the road could be built for less than one hundred and fifty million dollars, with all the land that could be given. No company could undertake its construction unless they saw a prospect of doubling their money.

Hon. Mr. ANGLIN did not agree with the member for Lambton (Hon. Mr. Mackenzie) that, because the House voted for the resolutions of last session, they were bound to support those of this. He opposed them last year and should oppose those now introduced, at every stage, as he did not think the country was prepared to undertake so expensive a work. He agreed with the hon. gentleman who had just sat down that Canada would have to pay every cent. He ridiculed the resolutions of last year, binding the country to the construction of the road in ten years, and yet stating that no additional taxation would fall upon the people of the country. He did not think that the country was prepared for a burden of the

magnitude proposed, and would therefore express his intention of protesting against it.

Hon. Sir A.T. GALT said it was well known that he opposed last session the acceptance by Canada of the obligation to construct the Pacific Railway, but the House having determined otherwise, we were bound to carry out that obligation. The question now was whether the resolutions before the House might be considered a reasonable mode of fulfilling it, and he was bound to say that in their general aspect they appeared to do so. The money required was larger than was proposed last year, but he understood that the line was somewhat longer than was anticipated, and he did not think that the assistance proposed to be given was too great.

He thought the general outline proposed in regard to dealing with the companies who proposed to undertake the building of the road was good. It was very clear that the object was to induce competition. (*Hear, hear.*) With regard, however, to the 8th resolution he observed that the Government proposed to put in the hands of one company all the railway enterprises connected with the North-West. He thought that that was a mistake. He thought that the extension of the American line to Fort Garry might be constructed on very much easier terms to the Province than the main line could be, and at an earlier date. It was necessary, in view of the settlement of the country, that that part of the line should be constructed at once, and he would suggest that the Government should not bar themselves from separating that portion of the line from the others. At the same time they should be careful that the policy of the country was not interfered with by private enterprises, and he thought that provision could be made against it in the Act.

Hon. Sir GEORGE-É. CARTIER said, with regard to the remarks of the hon. member for Sherbrooke (Hon. Sir A.T. Galt), that the general purport of the scheme met the objection he had taken. There was no doubt that a branch line to connect Lake Superior with the Main line should be built, and the Government had taken power to grant aid to a company formed for that purpose. If they could agree, the same course would be adopted with regard to the branch from Fort Garry to the province line of Manitoba, in order to unite with the American system, and the Government had observed with pleasure that several companies were seeking incorporation for that purpose.

Last year when he proposed the resolution that the Pacific Railway should be built and worked by one company, he was met with the objection that it would be impossible to find any company even with assistance in money and in land to build the railway; but it had been found, he was glad to say, that there were several companies seeking incorporation for that purpose. The policy of the Government would be to allow all these companies to obtain Acts of incorporation, whether for a