

this country, and the more contented and happy all classes of its people. (Cheers.)

Hon. Mr. READ thanked the honorable gentleman whose motion had elicited this discussion, which had put a little life into the Chamber, and led members to compare notes, also raising the question of what was best for the public interest. He believed Government could manage a large interest, and compete successfully with private enterprise. He thought that the railways would be better in their hands than in those of private companies. There was a growing desire in England that the Government should assume the railways, now that they worked the telegraph lines successfully. If the roads under Government management did not pay, the whole country would bear the loss.

Hon. Mr. LETELLIER said the Government had no objection whatever to grant this address. Much had been said about the proper policy for the Government in regard to the management of those public works, but it would be absurd to expect them to announce any policy on the subject before their completion. At present only some links of this Grand Trunk road from Quebec to Halifax were made. Some of the sections had been open for a short period, and some not mentioned in the address, including that from Trois Pistoles to Rimouski, in operation for a few months, had been worked at a decided disadvantage. Large sections might be worked to advantage, but not small ones, which required as large an amount of plant, and as many officers as the others, though the duties would not occupy all their time. The Government were unable to say what would be the loss by the working of the Intercolonial; but there was no reason to expect anything else for a long time than an excess of expenditure as compared with earnings. But on the other hand this road had been accepted as one of the necessities of Confederation. There was, of course, a difference of opinion as to the good or bad location of the line. He had his own opinion on the subject, really believing that the present location had the approbation of the Imperial Government, without which we should not have obtained the guarantee of the loan, by which the money had been procured at a lower rate than was otherwise possible.

Hon. Mr. WILMOT was understood to express disbelief as to the Imperial Government's action respecting the location.

Hon. Mr. LETELLIER replied that the hon. gentleman, who was a Minister at the time (Mr. Campbell) had stated that that

Government had something to do with it. The completion and working of the Intercolonial would doubtless entail a large expense, but he thought the hon. mover was mistaken as to the largeness of the difference between outlay and income of these Government roads. Putting it at \$900 000 was going too far by a half. He did not believe that, up to the time this road would be fully open, it would be possible for Government to work it themselves. The section from Riviere du Loup to Rimouski was worked by the parties who had the contract for building them. It cost less to have such sections worked by companies, which had all the plant, than by the Government. He did not believe the N. S. and N. B. sections had created as large a difference against the Exchequer as was represented. (The hon. gentleman concluded by making a suggestion with a view to secure regularity of procedure in the conduct of the business of the House as well as economy of time.)

Motion carried.

BRITISH AMERICAN ASSURANCE CO.

Hon. Mr. ALLAN moved the second reading of the British American Assurance Company Amendment Bill, and briefly explained its objects, one of which was to amend their old Act of Incorporation, to allow them to invest their funds in Dominion Municipal, and foreign securities, bonds and mortgages, and in monetary institutions of the Dominion. By the original Act they were only allowed to invest their surplus funds in municipal debentures and mortgages or real estate. They asked also to be allowed to make deposits of money or securities in foreign parts. They were desirous of doing business in the United States, but by the laws of some of them they required, as a preliminary to make a deposit of a certain amount in money or securities, which they wanted to be able to do. The Company further wished power to call on additional stock, and were desirous of doing so, of enlarging their capital before going into an extensive business. The last thing they asked was an amendment permitting a Director of the Company to accept office in any other insurance company that might appoint him.

Motion carried.

HURON AND OTTAWA RAILWAY.

Hon. Mr. RYAN presented a petition from the Montreal Board of Trade, setting forth that this railway would form the