

genuine, was set on foot, it was received by the people with favour. He regretted to hear the manner in which the member for Algoma had spoken of the engineer who had given evidence before the committee on behalf of this company, alleging that he was fishing for a contract. The same idea was started in the committee, and Mr. Fox distinctly stated that the firm of Sir Charles Fox & Sons confined themselves to the business of consulting engineers. It had always, been the case with any new practical idea, that it was opposed by leading professional men. When steam navigation was proposed, leading engineers scouted the idea. The same thing happened with reference to railways themselves. There was a great deal of bigotry among professional men. In medicine, allopaths, if they had their way, would allow none else to practice. He denied, therefore, that they should be bound by the opinions of Mr. Reid, and other engineers, who were attached to the old system, so as to prevent people, who were willing to invest their capital in railroads, from judging for themselves how they could invest it most profitably. He thought hon. gentlemen should pause before they hindered the building of railroads through the country. As for the transshipment objection, it had been shown to be of little weight. The military objection was also a very poor one. The house had clearly the option of allowing this road or preventing this district from having any railway communication at all. In justice to the Counties of Grey and Bruce, hon. gentlemen ought to consider this matter seriously, and do what they could to further this road.

Mr. GRAHAM (Hastings) would not have spoken but for the observation of the last speaker, that members of the committee had been changing their views. For his (Mr. Graham's) part, he promised the promoter of the Port Perry road to support that project, and hence he had done so. The only reason he had heard in favour of the present road was that of economy. But against that, they had Mr. Cumberland's statement that he could give them a broad gauge line for the same money. He even offered them running privileges over his line, and was willing to allow the promoters of this line to select any man to make the necessary arrangements. Now there was the hon. the Premier—a man noted for driving sharp bargains—let him be selected, and depend upon it a most economical arrangement would be made. He (Mr. Graham) had gone into the committee in favour of the narrow gauge principle, but the statements of Mr. Read, Mr. Shanly, and others convinced him that the narrow gauge arguments were fallacious, and hence, he had changed his opinions.

Mr. SWINARTON said the section of county he represented was just as much interested in the construction of the proposed road as any part of Grey and Bruce, and he knew that the people of his section were thoroughly in favour of an independent line. They wanted no branch line, but were prepared to show their interest in the narrow gauge by subscribing \$50,000 towards it.

Mr. McKELLAR said that this question had been thoroughly discussed in the railway committee. He was not a resident of Toronto, nor did he reside at any point where the road would immediately benefit himself or constituents, therefore he came to the consideration of the question disinterestedly. When he came to the house he was somewhat prejudiced against the narrow gauge, but from what he had heard, he was almost a convert to the narrow gauge, particularly for subsidiary lines such as this. It was argued that the adoption of this gauge would be detrimental to the general interests of the country—that it led to breaking bulk. But he found that, with a broad gauge, the Great Western hardly ever sent its freight cars through to Montreal; that even the Grand Trunk West transhipped its freight for the east at Toronto, and that the Northern seldom or never sent its cars to Montreal or Portland—nor did they send them west to Detroit. He found, too, from a statement made by the members of the Corn Exchange of this city, stating "that although the members of this Association do all the produce business of this city—the largest market in Ontario—they seldom knew of a single ear of grain being forwarded to Montreal or the seaboard over the Grand Trunk Railway in Great Western cars, or in Northern Railway cars; nor do they know of any grain, except at the time the Reciprocity Treaty expired, having been carried from stations on either the Great Western or the Northern Railway in cars of the Grand Trunk Railway. Farther, they state, with full knowledge of the business, that all the grain received over the Northern Railway or Great Western has been transhipped; nine-tenths of it has gone forwarded by water for American ports, and the other tenth in vessels, or by Grand Trunk Railway, to other places. And they would take this opportunity of stating, that so great is the jealousy between the Railroads as to their cars going on other lines, that it costs about \$3 a car to haul the stuff that has to go forward by either railroad from one station to the other, which is much in excess of the cost of transshipment from cars to vessels." What then became of the break of bulk argument against the narrow-gauge. It appeared to him it fell to the ground. Then the opponents of the measure changed their ground and argued that the broad-gauge could be built as cheap as the narrow-