

gauge. Well, if it were so, clearly the promoters of the undertaking might be trusted to do that which, in such a case self-interest would drive them to do, adopt the broad-gauge. (Hear, hear). Hon. gentlemen would bear in mind, too, that the gentlemen whose names were recorded in the Bill as the promoters of this enterprise, were men of the highest commercial standing—men of means—men in whom the fullest confidence could be placed. (He had been a long time in Parliament, and during that whole period he never saw among the promoters of an undertaking such an array of names, giving a guarantee that the undertaking asked for would be carried fully into operation. (Hear, hear). How, he would like to ask, was it that honourable gentlemen came to determine on five feet for the exact gauge? Had not the Great Western Company greatly benefitted by the adoption of a lesser gauge? They used 4 feet 8 and a-half. How it came to be exactly five—neither more nor less—he could not see. He would also call attention to the fact that the greater number of charters granted in this Province hitherto, had no gauge prescribed at all. Why then confine the gauge in this instance? (Applause from the gallery).

Hon. J. S. McDONALD rose and moved that the Speaker take the chair.

The Speaker took the chair.

Hon. J. S. McDONALD said that if any demonstration of the kind just made were repeated, on the part of those permitted by courtesy or sufferance to come into the House, the gallery would be cleared. That House was not a theatre. The dignity of the Legislature must be supported—and their expression of opinion must be kept free and untrammelled.

Mr. McKELLAR thought the applause had proceeded from hon. members themselves; and, from what he knew of the citizens of Toronto, he was sure they would not attempt to do anything unparliamentary.

The House again went into Committee.

Mr. FERRIER hoped the Legislature would grant the Bill. Why not allow the narrow gauge to be tried. No doubt, from the character of the promoters of this enterprise, they would not only endeavour to build the line, but would not do so on the narrow-gauge, if that were not the best. The section of country most interested had long been promised a railroad, but that promise had never been kept; and if this project did not carry, he believed they would have heard the last of the Wellington, Grey and Bruce line.

Mr. LYON opposed the three feet six gauge. He desired to see these people have a railway, if desired, but let the road be a useful one. This was an age of expansion rather than contraction, and he would not be an advocate for a wild attempt at economy by reducing the present five feet gauge. He denied that the documents flooding that House in favour of the narrow-gauge represented the wishes of the people of Toronto. These documents only represented the desires of the produce dealers.

Mr. WALLIS would correct the hon. member. The majority of the people of Toronto are very strongly in favour of the narrow-gauge.

Mr. LYON went on to argue that in consequence of the break of gauge, which would be necessitated by the three feet six lines, and for military reasons, these narrow-gauge projects were not such as should be sanctioned by the House, and would not, certainly, be such as to induce capitalists in England to lend any assistance to the enterprises.

Mr. WALLIS hoped the measure would pass with the narrow-gauge. He had attended the Railway Committee—had heard all the opinions respecting the gauges—and was convinced the narrow-gauge was the cheapest and most beneficial. He hoped the House would grant this charter to gentlemen whose responsibility was undoubted, and who would undoubtedly carry out this enterprise—one largely calculated to benefit not only the immediate section traversed by it, but the Province at large.

Mr. BOYD was not a little surprised at way in which the honourable member for Algoma tried to make out his case that afternoon; and thought that honourable member had altogether failed. It appeared to him that a ring had been constructed to defeat this measure—a measure which he honestly believed to be one well calculated to advance the welfare of the Province. What was to be understood by the combination against this measure of the Grand Trunk, the Great Western, the Northern and Wellington, Grey and Bruce lines? It was a combined influence—a ring—and he hoped it would not be successful in defeating a movement calculated to be of the greatest benefit to this western peninsula. The opinions of Mr. Shanty, Mr. Keefer, Mr. Cumberland and Mr. Reid were cited, as those which ought to obtain in this question; and it was urged that the best plan would be to enter into an arrangement with the Northern railway; but