

Manitoba it was a necessary part of their existence as a portion of this Confederation. The eastern Provinces had the Atlantic Ocean ; the Pacific ocean washed the shore of British Columbia ; the Provinces of Ontario and Quebec had the magnificent St. Lawrence in summer, and the Grand Trunk and Intercolonial Railways in the winter ; Manitoba alone was isolated. North of them they had the snow and ice bound Hudson's Bay, east of them the almost trackless territory of Lake Superior and Red River, west of them the great Lone Land : and on the south they were met by the protective policy of the United States, which was almost as impervious to trade as the deserts with which upon other sides they were surrounded. There were few in Manitoba to-day who could have been induced to go there unless the Dominion Government had promised to build the Pacific Railway, and in nineteen cases out of twenty they had invested their means and settled down, not where in the meantime it would have been absolutely most profitable, but where they were led to believe the line of the Canada Pacific Railway would pass. This they had been led to do by maps professing to give an outline of the route, published by the Dominion Government, and furnished by the Dominion Lands Office at Winnipeg. The information thus afforded, it might be stated, constituted no obligation upon the Government, but it exercised a considerable influence upon settlers in the investment of their money. It was, therefore, with universal regret that the people of Manitoba learned the unalterable intention of the Government was to cross Lake Manitoba at the Narrows instead of passing to the south of the Lake, as was originally intended. It was urged upon them that the line south of the lake would traverse the best country for settlement—a country, indeed, partially settled already—the country having the best climate, the country having the most productive land ; but all these arguments, and other arguments equally strong, were met by the statement that the proposed route was thirty miles the shorter. Since the policy of the Government in that respect had been endorsed by gentlemen upon the Opposition side of the House, since the hon. member for Cumberland had declared that a saving of distance was a first considera-

tion in regard to the Pacific Railway, he supposed the people of Manitoba had nothing left them but to bow to the policy of the nation—a policy which inflicted a great loss upon their little Province, but appeared to be a great gain to the whole Dominion. He did not rise for the purpose of discussing which was the best route ; he simply rose to call the attention of the Government and the House to the fact that by crossing Lake Manitoba at the Narrows, even with the Pembina Branch, the whole country south of the Lake would be left absolutely without railway communication. Without a railway it was impossible to open up a prairie country. Illinois, and other Western States of the American Union, which to-day were blossoming like gardens, were uncultivated and unreclaimed until they were traversed by the iron road. The railroad was the natural road of the prairies, and the experience of the West had proven that the locomotive was in nearly all cases the pioneer of settlement. If the road must cross the Lake at the rapids, and if it did not traverse the country to the south, he thought, since the work was proposed to be accomplished by private enterprise, that the Government should at least extend some assistance. To those who might raise the objection that this was a Provincial work, and should be assisted, if assisted at all, by the Government of the Province, he had to reply that the forests and uncultivated land, which were the sources from which railways ought to be built, were the property of the Dominion Government ; and the Dominion Government was therefore the proper authority to do all that was necessary towards opening up the lands of the Province, and to assist in projects of this nature. There seemed to be in the House considerable difference of opinion as to which portions of the railway should be constructed first, and which were most required for the opening up of the country. So far as the portion of the road west of the Rocky Mountains was concerned, he had nothing to say regarding it. Its construction was regulated by an agreement made between the Dominion and the Province of British Columbia. But if Canada was ever to become a great nation, if we were to be really and truly independent, if we were to stand ready and able to defend her liberty, if it were attacked on the Southern side, by the

*Mr. Ryan.*