

would overcome only twenty-three feet of the rise and fall between the two ends of the railway, leaving something over 400 feet untouched. The hon. Secretary of State has quoted from the evidence of Mr. Sandford Fleming to give a reason why the railway was moved further north. I ask the hon. gentleman to quote Mr. Fleming, if he can, recommending the continuation of expenditure upon this Fort Francis Lock. I ask him to quote Mr. Fleming, if he can, ever having recommended the construction of this lock. The hon. Senator from Toronto tells us that he cannot find in any of the papers any recommendation by any engineer for the expenditure upon that work. I have been equally unsuccessful in my search and, I think, surely in the building of the Pacific Railway and its connections, when they had a chief engineer employed—a man standing at the head of his profession in this country—it was but justice to have his recommendation for so large an expenditure as it is shown has been made and is yet necessary for the completion of that work. The hon. Secretary of State has abandoned his previous position, that the Fort Francis Lock is a necessary part of the Pacific Railway, and he drops down to the transportation of lumber from Rainy Lake, on the ground of the high price that is paid for lumber in some parts of the North West. The hon. gentleman ought to know something of the prices paid for lumber in that section of the country. I find the Government are paying for lumber used on the Pacific Railway, \$100 per thousand, and I think it is necessary in some way or other to reduce the price.

Hon. Mr. SKEAD—Is it cubic or board measure?

Hon. Mr. McLELAN—Board measure.

Hon. Mr. SKEAD—I should like to see such a state of things existing here.

Hon. Mr. McLELAN—Now let us see if there can be any advantage to the country from the construction of this lock at Fort Francis, and not only of the lock, but of the section of railway they are now engaged upon. The hon. Senator from Toronto has quoted a number of speeches delivered by the Secretary of State, and by the Premier, on different occasions, all tending to this point, that for very many years the intervening link of 180 miles shall not be built by the Dominion. In

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fact, the Secretary of State told us last year they did not propose to build it at all.

Hon. Mr. SCOTT—As a government work.

Hon. Mr. McLELAN—Yes, as a government work; that, having built these two ends, they propose to rest there and see if a company could not be formed to build the remainder of the Pacific Railway.

Hon. Mr. SCOTT—Under the Act.

Hon. Mr. McLELAN—In answer to Mr. Campbell, he said at all events it would be some six or seven years before they would undertake it. Now, suppose the 228 miles under contract were built, and, with all the obstructions that the hon. Senator from Toronto has shown to exist on the water communication, I ask what possible advantage can that be to the people of this Dominion? What possible advantage can the expenditure of \$6,000,000,—that is about the amount given by the hon. Secretary of State and the Premier—upon the railway be to this country? We do not know when a connection between the two ends of this road will be established, and without that through connection there can be no traffic. Why, what does the Premier himself say in respect to the country through which the line runs? He says, in one of his speeches:—

“ We have under contract 224 miles of rail-
“ way from Lake Superior to Red River, the
“ largest portion of which is through a country
“ never before trod by the foot of man, except
“ the Indians, Hudson Bay hunters and our
“ own engineers.”

That is the country into which, 108 miles on one end and 116 on the other, they are running a railroad at a cost of \$6,000,000. I wish to call attention to the fact that it is admitted by the Premier himself, that they are expending this enormous sum in running a railway into a wilderness wholly uninhabited by white men.

Hon. Mr. MACPHERSON—It never will be settled.

Hon. Mr. McLELAN.—Now, if that be the character of the country, and if there be obstructions, forming 400 feet of a rise and fall, independent of the 23 feet at Fort Francis, to the water communication, I ask the House where is the com-