

cause her trade relations are so regulated that a man cannot become insolvent whenever he pleases. If it were so in this country you would find that there would be fewer young men rushing into business. As this question has been brought accidentally into the debate, I do not wish to follow it any longer. The leader of the Opposition has treated the Government very fairly. I do not think that anything he has said will require an answer more than to say we desire, generally speaking to meet his wishes. I accept his speech as an indication of his desire to help the Government in all the good measures that we intend to carry this session. Reference has been made to the steel rail purchase. At the time the rails were bought their market value was lower than we had ever known it to be before. Under the impression that it would be safe to buy steel rails when they could be delivered here cheaper than iron rails could be bought before, we purchased that would be required the year following. We have been told they are not used. We require them for the Pembina branch, and a large portion of them has been sent there.

Hon. Mr. CAMPBELL—The hon. gentleman cannot get to Pembina.

Hon. Mr. LEFELIER DE ST. JUST—We have reason to believe that the Northern Pacific company will complete the small portion required to reach the boundary line. Most of the embankment of the Pembina branch has been completed, and the rails can be laid when the section south of the boundary line is constructed. The Premier enquired of the Northern Pacific Company where their road would terminate, and was informed it would extend to the boundary. Immediately an order was given to the contractors on the Pembina branch to complete the grading to that point, which was done last fall. We have every expectation that the line south of the boundary will soon be completed, and if we were not ready to meet them, fault would be found with us for not having the rails for our track. On the sections of railroad between Prince Arthur's Landing and Fort Garry, a good many of the rails will soon be needed. The outlay on this route has been represented as a lavish expenditure, but we all know that it will furnish continuous steam communication to Fort Garry, and that must in all probability serve us for many years to come. It will be equal to all the

necessities of the country, and meet the requirements of immigration. I am told that emigration does not go to the North West for want of communication, but those who say so do not know what they are speaking about. Emigration flows rapidly to Manitoba, although we have no direct communication yet. The route *via* Thunder Bay, and the route by Pembina, will furnish communication which will be sufficient for years to come to carry immigrants to the Northwest at a very low figure. Even now, though we have many obstacles in our way, we are able to take emigrants to Manitoba at much less than we could by rail. When the two routes are completed the Northwest will be far ahead of what this country was for two centuries. Population will flow there, because there is a place for it, and it will yet be the granary of America. To say we should build a through rail route to encourage emigration, is something no man in his senses would advocate. Those gentlemen who speak of economy ask us to expend millions in a region that will not be in use for many years to come, and although we have two routes by which we can have access to the country already. The people of Manitoba do not ask us to build a through rail route. They say it would be asking too much. They love the people of Canada, and desire to be united with them. As to that matter of rails, I know it may be pleaded that we can get them at a cheaper rate to-day, but it will be found on investigation that they were purchased at a time when steel rails could be bought at the price formerly paid for iron, and delivered immediately; and I think there are very few who would not have availed themselves of that opportunity. Almost one-fourth of the rails that were purchased were used on the Intercolonial, and I think no one can justly complain because that line, which is one of the best on this continent, was laid with steel rails. But I will not, because I cannot, say that this desirable consummation was due to the good policy of the members on the other side of the House; still, it is fair to state that I think not one of the Premier's opponents would endeavour to take undue advantage of this matter of rails.

There was a desire last year, as well as in previous years, to effect reciprocal trade arrangements with our neighbours, and an hon. gentleman was appointed by the Government to see what could be done towards accomplishing that object. Charges