

there the benefit of having this work constructed at the public expense. I do not believe that any private company is likely to come with money in hand to build this work, because it is quite clear to any one who has looked into the matter, that it is not a work in connection with which private capital is likely to be reimbursed. The only inducement a company is likely to have to take up the scheme, is with the hope of getting Government aid and a Government bonus, and in some way manipulating the Government aid and Government bonus so as to get some advantage to themselves. So far as the company I have referred to is concerned, there is no question at all but that they are mere speculators. They present to Parliament a scheme for a canal from Lake Winnipeg to Hudson Bay, without a dollar to put into it. Their expectation is to induce capital to take hold of that work. This is public work, and we have no right to hand it over to a company whose success is dependent upon the obtaining of capital to build a canal hundreds of miles away. If the Government propose to devote public money to this purpose, the only satisfactory way in which they can do so, is to have a proper survey made. The surveys that have been made in the past have been superficial, and the Government have never sent a good engineer to devote reasonable time to the matter, and to find out what this work will probably cost. On the other hand, the city engineer of Winnipeg has devoted very considerable time to the matter, and has looked into it very carefully, and his estimate for the work is, I believe, about half the estimate of the Government engineer.

Mr. McMILLAN (Huron). About how much is that?

Mr. MARTIN. The Government engineer estimated the cost at \$900,000 or \$1,000,000, while Mr. Ruttan who is a very eminent engineer, estimates that the work could be done, if I recollect aright, for about \$450,000. I would be inclined to think, that if the Government were prepared to furnish the bulk of the money for this work, a reasonable amount in addition would be furnished by the city of Winnipeg. I believe the city could afford to do that on account of the great saving that would accrue to the people on the item of firewood alone. However, I do not know that the city would give any amount, as the question has never been before the people. I impress upon the Government, that if they intend to give any public money towards this work, they should give enough to complete it. There is no use offering one, or two hundred thousand dollars. They must offer a substantial sum which will be sufficient to construct the work in a reasonable time. I say, Mr. Speaker, that if the Government want to put themselves right with the people up there, and want to do their duty, they will not only give a sufficient sum towards this work,

Mr. MARTIN.

but they will also see that when the work is completed it shall be fully and freely available to the people of the locality. I do not say that there should not be tolls charged, nor do I think there would be any objection whatever if the Government were to charge a reasonable toll; but the toll must not be of such a character as to be a burden upon navigation. It must be so reasonable, that people will be enabled to engage in the transportation of cordwood and other products, from Lake Winnipeg to the city of Winnipeg. I am satisfied that the Government can not do justice to themselves, nor justice to that portion of the province, nor justice to that public work, by allowing a private company to intervene. A private company can only come in there for the purpose of deriving a revenue for their own benefit. In this work there is no chance for any outside profits. It will take every dollar that the Minister of Public Works can afford for the purpose of improving this river, along with anything that may be had from the city of Winnipeg, to complete that improvement without allowing for any profits to a private company. I therefore view with apprehension any suggestion as to the intervention of a private company. I would be almost prepared to say, that if the Government offered an adequate sum, and offered to give that sum as a bonus to a private company, they would be treating this subject with indifference, now, as they have for so many years past, and that they were merely making a feint of doing something. I hope that it will not be so. I hope that if hon. gentlemen opposite determine to give a vote of money for this purpose, they will do it in such a way as to reflect credit upon themselves. I am quite willing that they should have any political advantage they can get from that course. I shall be very glad indeed if for that reason—or leaving out reasons of that kind altogether—they should come to the conclusion that it was in the interest of that portion of Manitoba, and in the interest of Manitoba generally, that this great river which is practically useless at the present time, should be opened up, as a means of communication with the great resources of Lake Winnipeg, and all the rest of the province, and in fact with eastern Canada as well.

Mr. OUIMET. All the papers that are in the department concerning this matter have already been brought down. I can say to the hon. gentleman (Mr. Martin), that since last year, the department has under consideration the various improvements of which he has spoken. I was very sorry not to have at my disposal last summer a sufficient amount to get a new survey made, as I find that the first survey is not satisfactory to the people of Winnipeg. The first survey showed that the improvements required would cost very nearly \$1,000,000, and the Government did not feel that they could, in this present year, undertake the